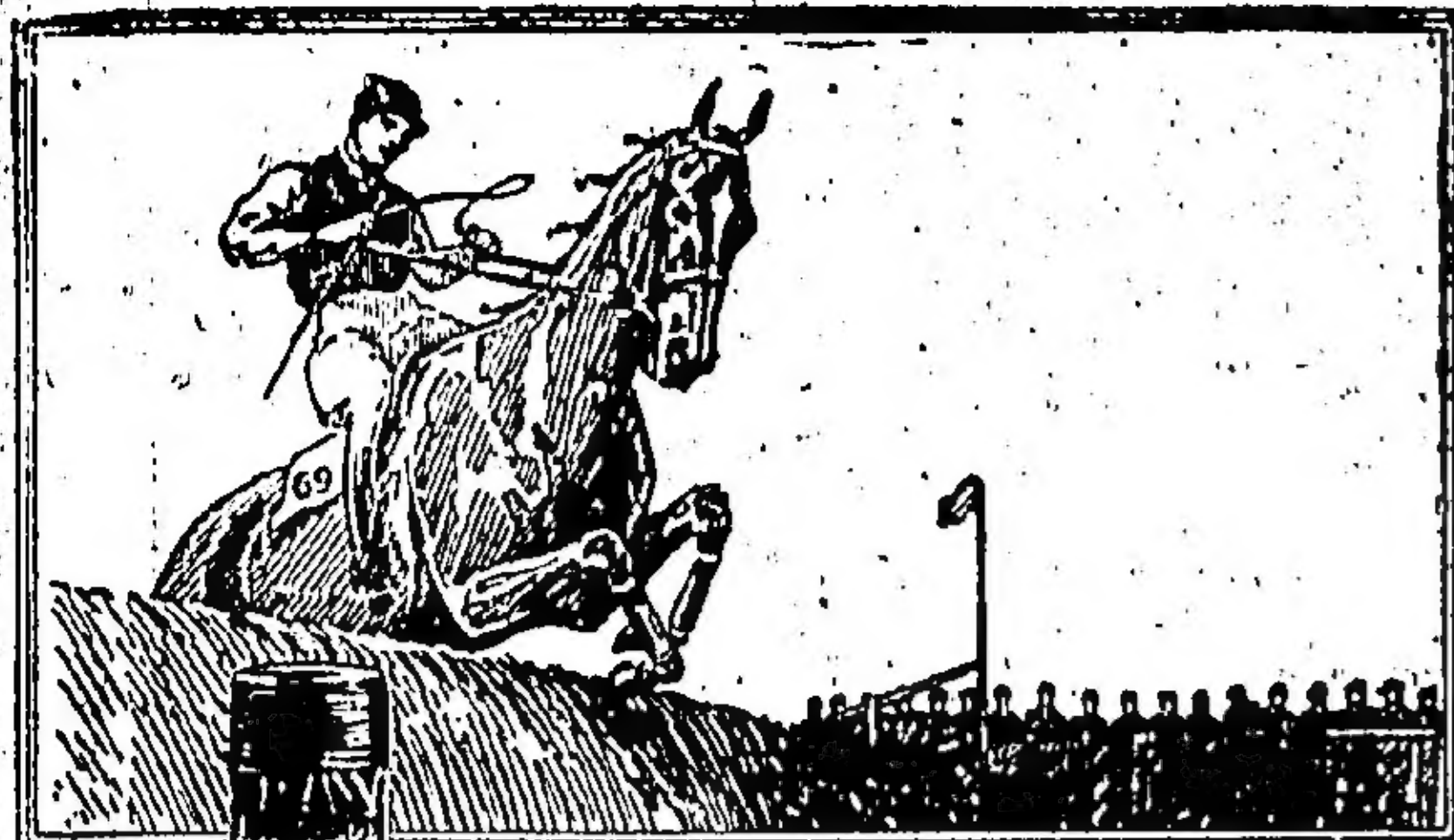


33 Wong Nei Chong Road, . . . Happy Valley

The Rev. Mr. Drought arrived from Australia the other day. Now, if it had only been a Mr. Flood!

Trade Report:—"The yarn market remains quiet." Excepting the lively one we heard from Wigan the other day.



Quality Tells

Wm. Sanderson & Son, Ltd.
Distillers — LEITH
Estd. 1863.

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The romance of travel would be dulled without well polished boots

"NUGGET"
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Expert Masseuse
37, Queen's Road C., 2nd floor.

STORAGE PLANS.

BOWRINGTON CANAL TO BE A RESERVOIR.

That no water storage possibilities shall be overlooked the Port Development Sub-Department are trying out an experiment which if successful will result in the formation of a reservoir almost a quarter of a mile in length.

For this purpose a portion of the Bowrington Canal is to be used. At the present time work is proceeding on the construction of a dam at the Leighton Hill Road end, and on an outlet for the nullah water which will be diverted into the storm water drains nearby.

After this dam has been completed the canal from that point to the Praya, where it emerges into the harbour, will be thoroughly cleaned out and "water proofed" and a similar dam erected at the outlet.

The plan in view is that when the three new concrete tanks which have been erected by the Port Development Sub-Department over the canal at the Praya East Reclamation end, and which will go into commission on Monday, are filled, the rest of the shipments of water from Wangmoon and elsewhere will be pumped into the canal, which should hold several thousand tons of water.

The Canal Walls.

The quality of this water will depend on the ability to stop any seepage of brackish water into the reservoir. One of the walls of the newly constructed canal is a new one from which no trouble is expected, but the other is the former wall repaired and partially reconstructed. As there was no expectation at the time of the rebuilding that any such emergency use would be made of the waterway, the wall was not intended to be absolutely water tight as the whole function of the canal was to be that of a huge drain.

It is believed, however, that with the expenditure of a few hundred dollars the canal can be reconditioned to form a valuable storage tank.

It must be emphasised that the plan is still in the experimental stage.

We have been requested by the Water Emergency Committee to correct a wrong impression which has got abroad that the Naval authorities have agreed to place the Naval Dry Dock at the disposal of the government as a fresh water reservoir.

All that has been done, it is pointed out, is that the Naval authorities have promised to take the matter under consideration. Nothing could be done toward the use of the dock for purposes other than those for which it was constructed, without authority from the Admiralty, irrespective of the fact that the cost of reconditioning to prevent the seepage of salt water would be considerable and would probably take longer than would be warranted under the circumstances.

VOLCANO HAVOC.

REMINISCENT OF FRANCE & FLANDERS IN WARTIME.

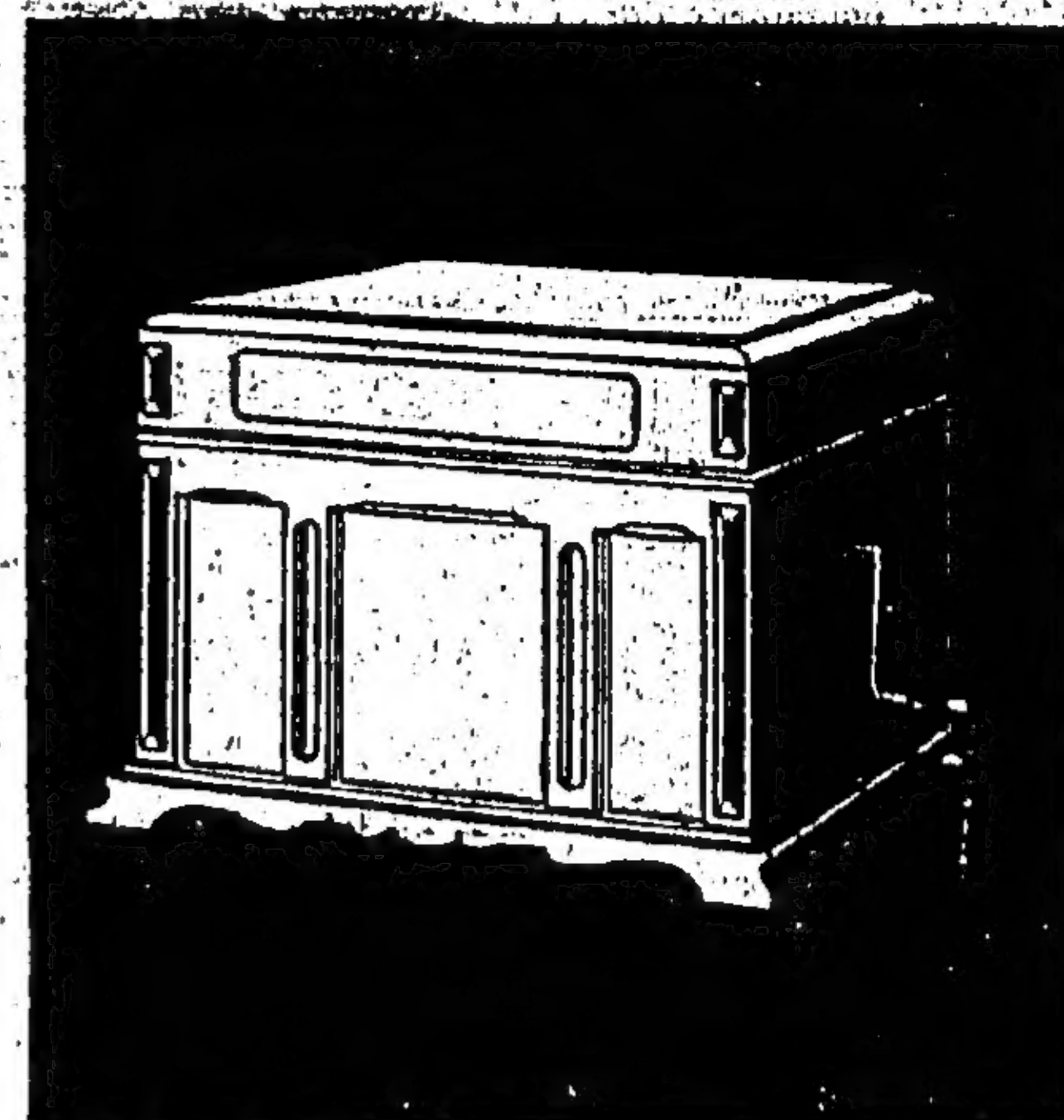
Tokyo, June 21.
Although the Komagatake eruption miraculously resulted in only one death and a few casualties, investigations reveal that over 33,000 acres of fields and forests and 350 acres of tillable land have been laid waste. Villages whose annual industrial output averages Yen 3,000,000 have been destroyed while the depth of the lava covering the local electric tramways renders reconstruction economically impractical.

Photographs of the stricken districts reveal a scene of utter desolation reminiscent of sections of France and Flanders during the war with ruined farmsteads and burnt blasted tree trunks. The whole face of the countryside has been buried under a thick mantle of stones, ashes and lava without the vestige of vegetation visible. — Reuter.

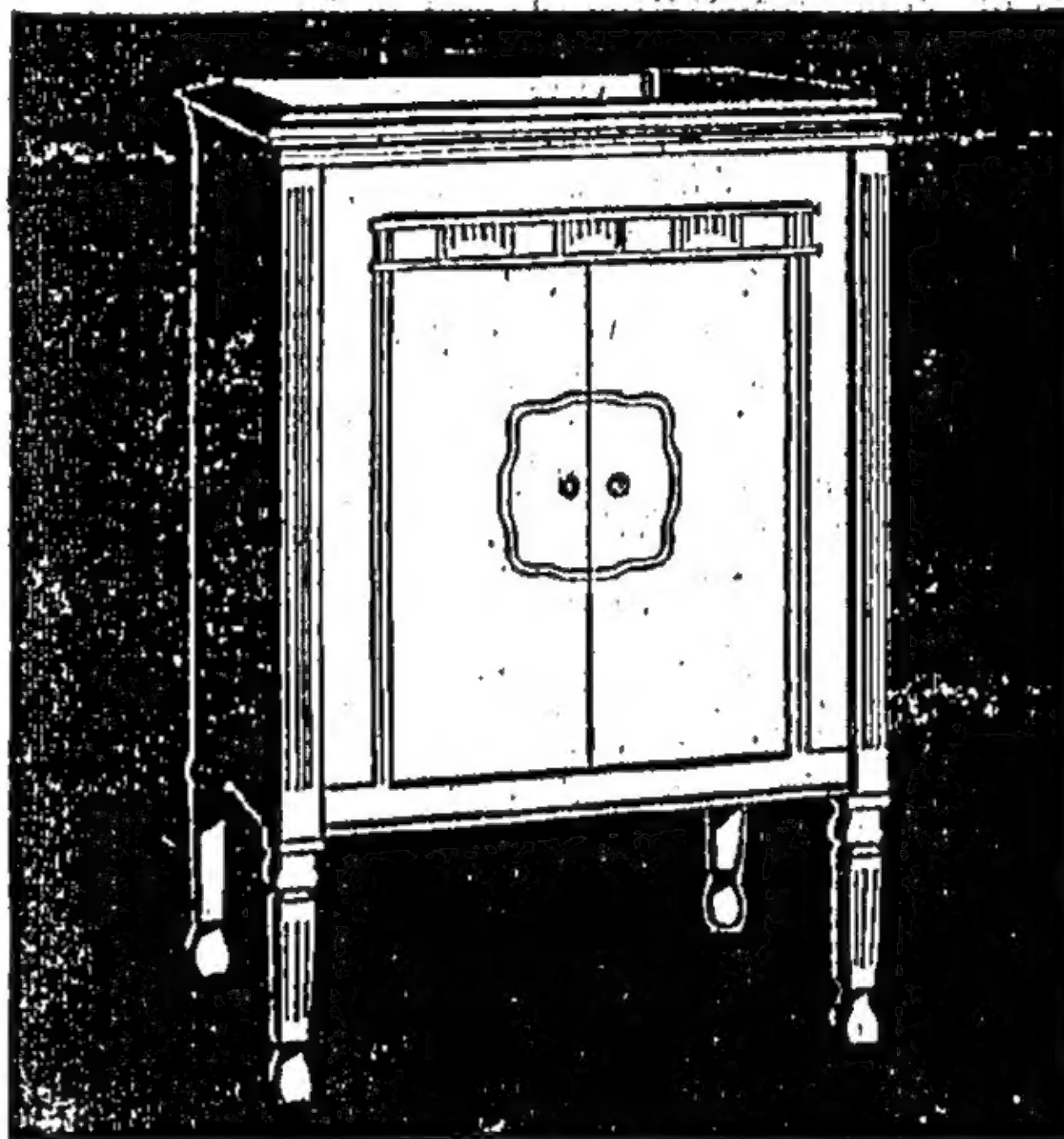
ORTHOPHONIC MUSIC GIVES SO MUCH AND COSTS SO LITTLE



Portable Victrola, Model 2-55: Rich musical reproduction from a de luxe cabinet. Automatic record stop which requires no pre-setting.



Orthophonic Victrola, Model 1-90. Semi-portable. Desirable for the small home. Automatic stop. No pre-setting.



Orthophonic Victrola, Model 4-20: Its performance is amazingly realistic. Automatic stop. No pre-setting—an exclusive Victor feature.



Portable Victrola, Model 2-33. A lot of music for little money.

THE new Orthophonic Victrolas are better than ever. They offer you the latest developments in home music. They are incomparable entertainers.

Some people think that, because Orthophonic music is so good, it must necessarily be expensive. Nothing could be farther from the truth. Today it is possible for even the small home to enjoy the world's great musical artists. You can buy an Orthophonic Victrola for a surprisingly reasonable sum. Most Victor dealers will be glad to arrange with you to pay a little down and so much a month. You have the use of the Victrola in the meantime and play as you pay.

The realism of the Orthophonic Victrola is almost uncanny. Shut your eyes and you can see the concert stage or the ballroom. The tone and the volume are identical.

Visit your Victor dealer and have him play the latest Victor Records on one of the new Victor instruments.

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VICTOR TALKING MACHINE COMPANY
CAMDEN, NEW JERSEY, U.S.A.

Gets you well

and keeps you well that is the object of SCOTT'S Emulsion which heals, nourishes and strengthens. V.S.T. doctor knows to ask for



SCOTT'S Emulsion
The protector of life

SALESMAN SAM

KLASSY KANDY KITCHEN COMMENT
WASHMALLOW FROM OUR OWN HARSH-PRETTY SOFT!
CHUCKLET CARAMELS SOFT A POUND AT LEAST. CHOOSE THE CHOICE OF CHEWS!
OUR PEANUT BARS ARE THE BEST. BAR NONE!



Mighta Been Worse

By Small

REPULSE BAY KIOSK.

(Lane, Crawford, Ltd.)



SUMMER BEACH SERVICE

Cold Tiffins and Suppers
(Notice in advance before 10 a.m.)

Teas, Cakes, Sandwiches,
Cold Drinks & Ice Creams.

At Current Restaurant Rates.
CASH ONLY.

FOR ONLY

\$380

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FRIGIDAIRE

PRODUCT OF GENERAL MOTORS

and be assured of carefree and positively safe

AUTOMATIC REFRIGERATION

A visit to our showroom will convince you of the wonderful convenience and economy of this modern necessity.

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WATER COMMITTEE MEETING.

ADVANTAGES OF PUMPING TO RESERVOIRS.

KOWLOON'S SCHEME.

The Emergency Water Committee held its second meeting in the Council Chamber yesterday afternoon when Mr. R. Sutherland addressed the advantages of bringing water in large quantities from Shanghai.

The Hon. Mr. Trotman, Chairman, said that owing to his state of health Mr. W. J. Carrie had withdrawn from the Shipping and Landing Committee. The Director of Medical and Sanitary Services had a "roving commission" on the General Committee.

The Chairman explained the position as regards the Naval dry dock and said the suggestion that it should be used as a reservoir was communicated to the Naval authorities. The Commodore invited members of the P.W.D. to confer with his staff as to the feasibility of the scheme, and it was decided that as a bare proposal it was feasible.

The proposal was left at that stage until it became necessary for the Government to make up its mind whether or not to adopt it. It had been announced that consent had been given for the use of the dock, but the position was that its use was a feasible proposition. The matter had been left there.

Mr. R. Sutherland outlined the position as regards the shipping of water from Shanghai and said the Shipping Sub-Committee had held three meetings. Mr. Sutherland paid a tribute to the work of Mr. Goggin who presided at one meeting during Mr. Sutherland's absence in Shanghai.

The Wang Moon Scheme.

Continuing Mr. Sutherland said he had been asked to supplement the explanation given by the Hon. Mr. Cressy in so far as the shipping portion of his speech in the Legislative Council was concerned. The Wang Moon scheme was discussed by the Shipping Committee at its last meeting on Wednesday. It had been rather sprung upon them, but they had had an opportunity of forming an opinion. It was thought that the Wang Moon scheme required supplementing by some organisation to convey water from other places. Failing this they considered that the Wang Moon scheme would not be one hundred per cent efficient.

Looking round, they considered Shanghai was one of the best sources for supplementing the Wang Moon supply. Mr. Sutherland said that during his visit to Shanghai, he was able to get information which he hoped would be valuable to the Committee.

The Shanghai Supply.

Mr. Pearson of the Shanghai Waterworks gave him much information and was of extreme value. There was ample water at Shanghai and it was possible to get 10,000 tons during the day-time from the wharves on the Shanghai side. At night 1,000 to 2,000 tons were available to boats lying in the stream. The scheme was that ships should bring down the water in their double bottoms and deep tanks.

Mr. Sutherland said he wanted to make it clear that up to the present 3,900 tons were being brought down weekly. That of course was nothing. It was due largely to the fact that it was difficult for ships to unload the water during their scheduled stay in Hongkong. This disadvantage was being gone into and they hoped to be able to discharge vessels at a much more rapid rate.

Certain other difficulties were being got over. The shipping companies had been extraordinarily generous and no question of freight had been mentioned. Mr. Sutherland stated that in Shanghai he said that the Government would be prepared to pay the difference in the cost of water.

Not Highly Expensive.

With regard to the suggestion that it was highly expensive to bring water down from Shanghai, Mr. Sutherland said this idea was erroneous. The cost of the water here was not more than 50 cents a ton. If it was taken in larger quantities they would be able to improve considerably on that figure.

Each month there were 99 steamers available for bringing water down from Shanghai. If they could improve the means of delivery they could rely on 2,000 or 3,000 tons a day.

With regard to the Wang Moon scheme he understood that 60 or 70 lighters and 25 tugs were required. Mr. Sutherland pointed out the difficulties of long tows and said they would require control by experienced men. It was also doubtful whether the necessary number of craft was available.

If the project was approached in a haphazard manner confusion and loss of time would result. Mr. Sutherland also pointed out the risk of damage or loss to an unwieldy tow. In conversation with one experienced in work of this kind he gathered that there was likely to be considerable delay owing to weather conditions. Delay could be anticipated at both ends of the line.

Lighter Scheme Alternatives.

If small tankers were available they would be the best means of strengthening the service and would be able to ply at all times except during typhoons. Mr. Sutherland added that inquiries had been circulated through the Far East with regard to what vessels were available. He thought the extra cost of conveying water by tankers was between 10 and 15 cents a ton more than by the lighter system.

One alternative to the lighter scheme was that the Netherlands Harbour Works should be approached and asked whether they were in a position to enter into a contract for the conveyance of water from Wang Moon at so much per ton. In that case they would be paid so much per ton delivered and the local authorities would not be taking risks.

Another alternative was that it might be possible to construct big steam lighters with sufficient freeboard to enable them to work in bad weather. On first sight this seemed expensive and was of course largely dependent upon the length of time which emergency measures would be in force.

He saw no reason, however, why the local shipyards should not turn out four or five vessels of this kind in about four months, if they were asked to do a rush job. The question would also arise of the future of these vessels when the emergency was over but with some alteration they could probably be used as Sanitary Department craft. The bulkheads could be constructed so that they could be removed without necessitating other work.

Pumping into Tytam.

With regard to the proposed scheme for pumping direct into Tytam Mr. Sutherland said the scheme was dependent upon the supply of tankers. Kerosene tankers went up the Yangtze and discharged their cargoes and then worked their way south in ballast to the oil ports.

It had been suggested that immediately on discharging their cargo these vessels should begin to steam themselves out so that by the time they arrived in Shanghai they would be able to take on water.

Vessels of this kind could take on from 8,000 to 9,000 tons. What length of time would be required to discharge this quantity at Tytam he was not in a position to say.

Mr. Sutherland said that these ships were available from time to time as evidenced by a telegram he had received that afternoon stating that an 11,000 ton tanker would be free at Shanghai on June 23. The telegram suggested that they should get in touch with the local agents.

Boiling Well Water.

With the development of the Wang Moon scheme it became necessary to bring up the question of what the Government had in mind as to the position of the Committee. Mr. Sutherland said he thought there was room for misunderstanding which might lead to overlapping on questions like arranging for tankers, insurance questions, payments and things like that. He suggested that there should be no loophole for confusion and asked whether the Committee was merely advisory or whether it would be organised to take over and supervise the schemes. Mr. Sutherland invited the Hon. Colonial Secretary to attend the next meeting of the Shipping Committee.

Dealing with the supplies from wells he said the question had provoked a good deal of discussion and sharp differences of opinion. He understood that the well water could be made safe by boiling but the difficulty was that people might not boil it. He had before him a plan for boiling the water before it was delivered.

For this a simple contrivance was needed, something on the lines of a geyser. A small electric pump would bring the water from the well into a tank. It would then pass into copper tubes heated by gas, a kerosene flame or any other means and then be discharged into a supply tank from which delivery would be taken.

Inexpensive Apparatus.

A hand pump could be used to substitute the electric pump. The apparatus would not be expensive and could be made locally in a short time. He thought there were forty wells in use and suggested that the plan was one well worth consideration.

The Hon. Mr. W. E. L. Shenton said he had received a telegram from Mr. Pearson of the Shanghai waterworks drawing attention to a letter published in Hongkong

in which it was stated that Shanghai water was not fit to drink. Mr. Pearson stated in his telegram that the Shanghai water passed the highest analytical tests and that it was even better than London water.

KOWLOON DISTRIBUTION.

Scheme Prepared by the K.R.A. is Outlined at Meeting.

Speaking on behalf of the Kowloon Residents' Association Mr. C. M. Manners said—The General Committee of this Association have carefully considered the water emergency at their meeting on June 10 and at a special meeting held on June 17 and in addition their Sub-Committee have met on several occasions to consider proposals to assist in coping with the situation.

The Association unanimously agree that the tank and well system of supply for Kowloon would be costly, unsatisfactory and unnecessary. The obvious and most satisfactory method of distribution is through the existing mains. The Committee therefore submit schemes for the two divisions into which the problem naturally divides itself.

Immediate Requirements.

For immediate requirements a scheme has been submitted to the Secretary of the Water Emergency Committee by Mr. Easterbrook, in which it is proposed to pump water from the Lai-chikok water boat dock to the Piper's Hill reservoir whence it can be distributed by the existing water distribution system. The Piper's Hill reservoir is at a level of 300 feet.

To digress for a moment there are practically no limits as regards the pressure heads that high lift centrifugal pumps cannot overcome so long as the quantity delivered is not too small. Pumps have been made for a head of 3,500 feet.

We have been informed that with the present restrictions in Kowloon there is every prospect that this scheme will not be required for the reason that ten inches of rain will fill the reservoirs and this is one quarter of the total average rainfall for July, August and September during the past forty years. We can only regret that this contemplates a continued restricted supply for Kowloon and contains problematical factors which we would rather see eliminated.

Future Requirements.

The K. R. A. suggest that the 24" pipe line at present laid from the end of Nathan Road near Holt's Wharf to about two miles (Continued on Page 14.)

Clears the Track for Thinking!

Parker's New Duofold Fastest of All Pens

Saves Effort in Writing Notes—or Taking Notes

Pressureless Touch brings ink at touch of point to paper. Write your fastest—keeps up with you. No sticking or blotting, or any other petty interruptions from a Duofold!

These it clears the track for thinking—really helps you to get better marks.

Non-Breakable, yet 25% lighter than when made of rubber. 35 years' experience—47 improvements—32 patents—all to make better pens.

Mendrin Yellow, Lacquer-red, Lapis Lazuli Blue, Flashing Black, and Jade—all black-tipped and very lasting.

Look for "Geo. S. Parker-Duofold" on the barrel—to get the genuine.

All good pen counters have this classic. See how it clears your mind for better action.

Sole Wholesale Agents: DODGE & BRYNOR (CUNNINGHAM) LTD., 3 Canton Road, Shanghai

Parker Duofold

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Special Bargains In—

Ladies' Hats, Hand-Bags

Bathing Costumes, Shoes

and Caps, Raincoats.

COME AND SEE THESE AT

ELITE STYLES

A.P.C. Building

Tel. C.2432.

IN STOCK

Chronographs, Stop Watches, Hunting Watches, Alarm Clocks, Chronometers and a complete range of Wrist Watches for Ladies & Gentlemen at competitive prices, from the famous Swiss Manufacturers, Paul Wyler & Cie, Basle.

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Agents.

WHITEAWAYS

A SPECIAL SALE OF

MEN'S SHOES

NOW ON

HUNDREDS OF BARGAINS

CALL EARLY

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TO-DAY'S WANTS

25 WORDS — ONE DOLLAR

(\$1.50 IF NOT PREPAID)

The following replies have been received:—

295, 300, 301, 305, 306, 315 344, 363, 371,
374, 376, 381, 385, 411, 426, 427, 443, 445
455, 461, 462, 465, 474, 476, 486, 505, 512.

SITUATIONS VACANT.

INVESTMENT SALESMANSHIP.

Correspondence is invited from firms or individuals who possess the necessary qualifications for successfully placing with investors in China (both European and Native) portion of the Bond Issues of the largest New Zealand Company operating in its particular sphere. The Bonds in question bear a guaranteed interest and also carry full participation in profits which based on conservative Government estimates, rapidly increase annually till the investment in a few years should return over 50% annually to the investor. The bona fides of the Company and its strong financial position are certified to by principal Bank, Stock Exchanges and legal firms. A large turnover in the Bonds has already been established in New Zealand, Australia and the East. First class credentials essential with full particulars of qualifications and previous experience. Write fully—Sales Manager, P. O. Box 660, Auckland, New Zealand.

WANTED.—Young Chinese male stenographer for Amoy. Reply Secretary, P.O. Box 22.

FOR SALE.

FOR SALE.—On Broadwood Road, 3 roomed BUNGALOW. Write Secretary, Post Office Box No. 22.

ARE YOU SICK?

Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Constipation; Rheumatism; Dropsy; Typhoid Fever; Nervousness; and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director, Entrance 66, Queen's Road Central, Tel. C.5009.

REPULSE BAY HOTEL

DINNER DANCES

Commencing on Monday next, the 24th June, 1929, Dinner Dances will be held on the following evenings each week until further notice.

**MONDAY.
TUESDAY.
THURSDAY.
SATURDAY.**

Every Sunday, Tea Dance 4.30 to 6.30.

THE HONGKONG & SHANGHAI HOTELS, LTD.

Use PURICO

THE UNEXCELLED COOKING FAT

Obtainable at

ALL GROCERS & STOREKEEPERS.

Agents:—KELLER, KERN & CO., LTD.

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P. T. FARRELL

Consulting Engineer & Manufacturers' Representative.

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Stationary and Lighting.

"WYANDOTT" Boiler Cleaner and Cleanser.

King's Building, Top Floor.

Telephone Central 4422. Telegraphic Address "FARRELLING"

New Advertisements

G. R. NOTICE.

Hong Kong Water Supply.
IT IS HEREBY NOTIFIED that the hours of supply in the City of Victoria and High Level districts will be altered to the following periods commencing on Tuesday, 25th June:

5 — 8 a.m. and 6 — 8.30 p.m.
The hours of supply to the Peak District will not be altered.

HAROLD T. CREAMY,
Water Authority,
Public Works Department,
Hongkong, 21st June, 1929.

G. R. NOTICE.

Kowloon Water Supply.
IT IS HEREBY NOTIFIED that commencing on Monday, 24th June, the supply will be turned on daily, in all districts from 6 a.m. to 6 p.m. Should no useful rain fall within the next fortnight, however, a reversion to the present hours of supply may be necessary.

HAROLD T. CREAMY,
Water Authority,
Public Works Department,
Hongkong, 21st June, 1929.

KWONG HANG & CO.

TEL C.2736.
49, Des Voeux Road Central.
Government and Admiralty Coal Contractors.

Peak at \$23.00 per ton.
Upper Level \$22.00
Middle Level \$21.00
Central Office \$20.00
Kowloon \$17.00
The above prices include delivery charges to destination.

CHURCH NOTICES.

To-morrow the Fourth Sunday After Trinity. LOCAL SERVICES.

St. John's Cathedral, Hong Kong, June 23rd, 1929. 4th. Sunday after Trinity. Holy Communion, 8 a.m. Children's Service, 10 a.m. Peak Sunday School, 10 a.m. Matins, 11 a.m. Preacher: Rev. H. V. Koop, Evensong, 6 p.m. Preacher: Rev. N. V. Halward.

Union Church, Hong Kong. Sunday, 23rd. June 1929. Sunday School, 10 a.m. Morning Service, 11 a.m. Preacher: Rev. F. C. Young. Hymns 644, 769, 74, 589. Evening Service, 6 p.m. Preacher: Rev. F. C. Young. Hymns 109, 567, 417, 336.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "Is the Universe, including Man, Evolved by Atomic Force?" The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room. Branch of The Mother Church, The First Church of Christ U.S.A.

"PEAK MANSIONS."

SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed and Six-Roomed APARTMENTS, with all Modern Conveniences, Drying Rooms and Out-houses, Two Lifts. Apply to—
CREDIT FONCIER
D'EXTREME-ORIENT.

Lammert's Auctions

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction,

on Tuesday,

the 25th June, 1929

at Godown No. 51 Upper

The Hongkong & Kowloon Wharf & Godown Co., Ltd. Kowloon.

5 Cases Beaune, 5 Cases Volnay, 7 Cases Pommard, 2 Cases Nuits, and

3 Cases Chambertin.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction,

on Wednesday,

the 26th June, 1929,

commencing at 2.30 p.m.

At Nos. 2 and 3 Beaconsfield Arcade.

A Quantity of Valuable Household Furniture

comprising:—

Chesterfield Couch and Chairs, Teak Dining Tables, Teak Chest of Drawers, Teak Wardrobes with Bevelled Mirror Door, Teak Dressing Table, Pictures, Silver Ware, Crockery, Ice Chests, etc.

Also

One Victrola and Records.

On View from Tuesday, the 25th June, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

BY ORDER OF THE SUPREME COURT OF HONG KONG.

PUBLIC AUCTION.

of the

Steamship "ANJOU"

Now lying in the Harbour of Hong Kong by

MESSRS. LAMMERT BROTHERS at their Sales Room,

No. 4 Duddell Street.

on Wednesday,

the 26th day of June, 1929.

at 12 o'clock noon.

For further Particulars and Conditions of Sale and for orders to view,

Apply to:—

MESSRS. WOO and NASH, Solicitors,

Nos. 4 & 5 Queen's Road Central.

or to:—

MESSRS. LAMMERT BROTHERS, No. 4 Duddell Street.

Dated the 4th June, 1929.

MASSEUR R. SHIMIDZU. MASSEUSE S. HONDA. MASSEUSE S. KISAKI.

Recommended for many years by Government Civil Hospital, Peak Hospital, etc., and by all the local doctors.
No. 14, Wyndham Street. Tel. C.4541.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

HASTE, HASTY, PASTY, PARTY, PARRY, HARRY, HURRY.

EDINBURGH Close to Bruntsfield Links, in residential part of town, LEAMINGTON PRIVATE HOTEL, Leamington Terrace

Ideal holiday residence, large rooms, every modern convenience. En Pension from £3.3. Bed and Breakfast 8/6. Write Mr. Dempster, Cable "Linkhotel."

G. R. NOTICE.

NOTICE.

Hongkong & Kowloon Water Supplies.

Occupants of properties having tanks for storing Government Main water are earnestly requested to refrain from drawing water from taps, except during the official hours of supply.

HAROLD T. CREAMY,

Water Authority.

Public Works Department, Hongkong, 19th June, 1929.

KOWLOON CRICKET CLUB.

BAND & VOCAL CONCERT.

24 HOURS BRIGHT ENTERTAINMENT IN THE OPEN AIR.

TO-NIGHT, at 8.15 p.m.

ADMISSION ONE DOLLAR.

POST OFFICE NOTICE

RADIO NOTICE.

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. and O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. The Public are again reminded that the postage on newspapers published in Hongkong, and addressed to British Possessions, China and Macao is 2 cents per 4 oz. and not 2 cents per newspaper. When the postage is not fully prepaid newspapers can not be forwarded and if they do not bear the sender's names and addresses they are disposed of in the Dead Letter Office.

It is hereby notified that on radio-telegrams to the Kwangai Station at Nanning and Luchow a fee of \$0.20 per word will be collected from the sender—this sum includes the receiving station's charge. On messages to Wuchow the charge will be \$0.10 per word—the addressee to pay the receiving station charge.

INWARD MAILS.

From	Per	Due
U.S.A., Canada, (Seattle and Victoria B. C., 1st June) Japan, Shanghai and Europe via Siberia (London 1st June)	Pres. Pierce	June 22
Shanghai and Swatow	Sinkiang	June 22
Straits	Fushimi Maru	June 23
Gurma	Emp. of Russia	June 23
Manila	Pres. Madison	June 24
Shanghai and Amoy	Chenan	June 24
Straits	Tilawa	June 25
Japan	Tango Maru	June 26
Shanghai	Persicus	June 26
Straits and London (parcels mail, London 23rd May)	Patroclus	June 27
Japan and Shanghai	Kashima Maru	June 28
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 31st May)	Pres. Harrison	June 29
Canada, U.S.A., Japan and Shanghai, (Victoria B.C. and Seattle, 18th June)	Empress of Asia	July 1
Japan and Shanghai	General Metzinger	July 2
Saigon	Fortinos	July 2

OUTWARD MAILS.

Per	Date and Time
Bangkok	Sat. June 22, 2.30 p.m.
Rabaul via Manila	Sat. June 22, 2.30 p.m.
Manila	Pres. Pierce Sat. June 22, 4.30 p.m.
Saigon	Hafthor Sat. June 22, 5 p.m.
Holhow, Pakhol and Halphong	Limbrow Sat. June 22, 5 p.m.
Bangkok via Swatow	Kalgan Sun. June 23, 0 a.m.
Swatow, Amoy and Formosa	Canton Maru Sun. June 23, 0 a.m.
Holhow, Pakhol and Halphong	Yunnan Sun. June 23, 0 a.m.
Amoy	Anhui Sun. June 23, 0 a.m.
Straits	Siantar Sun. June 23, 0 a.m.
Shanghai and Europe via Siberia	Ouderkerk Sun. June 23, 0 a.m.
Japan	Bellerophon Sun. June 23, 0 a.m.
Halphong	Hermes Sun. June 23, 0 a.m.
Shanghai, Japan and Europe via Siberia	Fushimi Maru Mon. June 24, 10.30 a.m.
Swatow	Hydrangea Mon. June 24, 2.30 p.m.

Shanghai, Japan, Canada, U.S.A., Central and South America and Europe via Vancouver B.C. and Europe via Siberia

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Straits, Ceylon, India, Mauritius, East and South Africa, Egypt, and Europe via Marseilles

Amoy

Swatow

Shanghai, Japan, Canada, U.S.A., Central and South America and Europe via Vancouver B.C. and Europe via Siberia

Manila, Australia and New Zealand via Thursday Island

Halphong

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Holhow, Pakhol and Halphong

Amoy

Sandakan

Swatow, Amoy and Foochow

Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles

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Emp. of Asia Tues. July 2, 3.30 p.m. *Superscribed Correspondence only.

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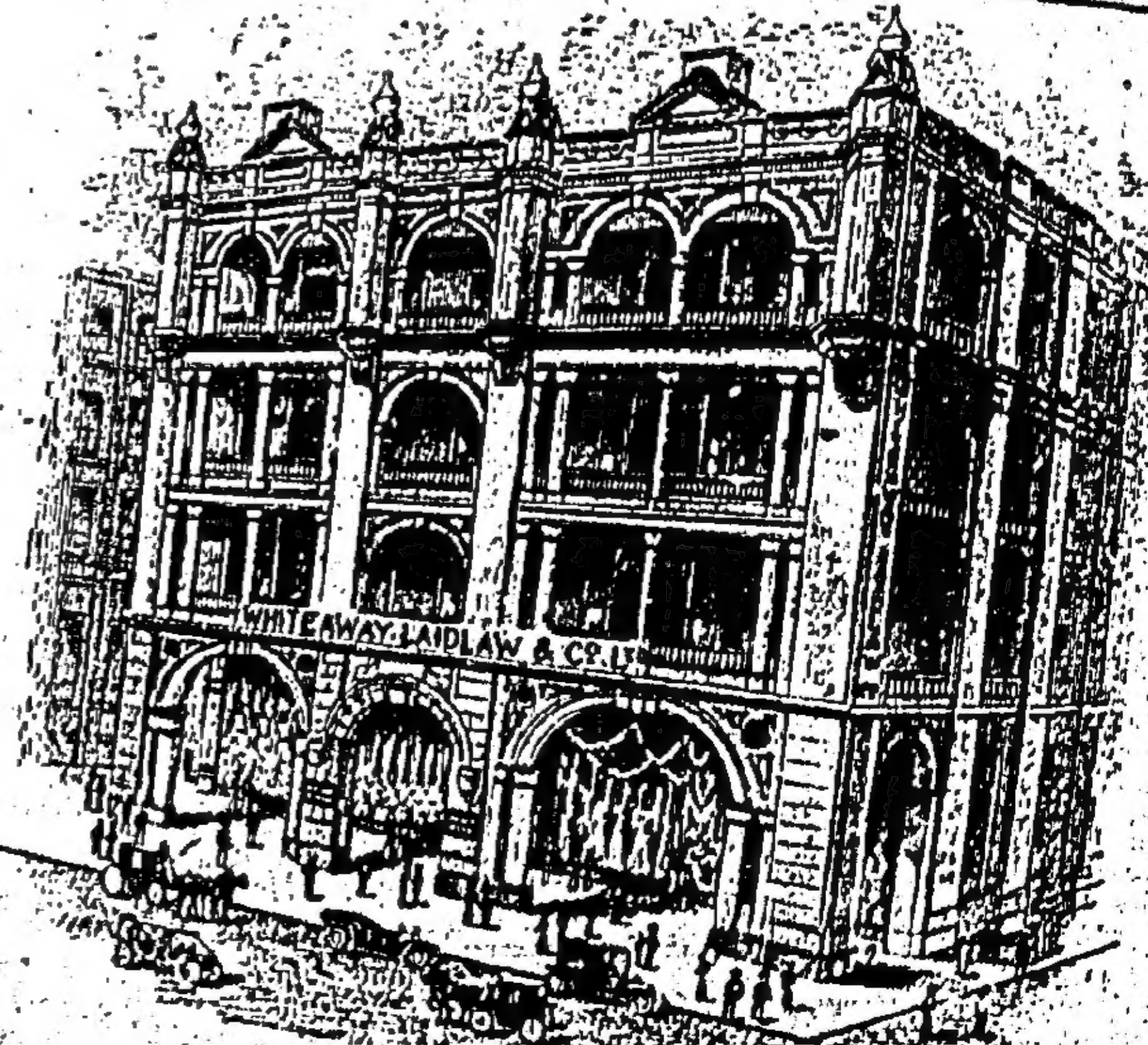
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**RABBIT COURSING IN
REGENTS PARK.****TWO MEN FINED IN
UNIQUE CASE.**

London, May 22. An extraordinary case of cruelty to a rabbit in Regent's Park, which counsel for the prosecution said must be unique in the magistrate's experience, came before Mr. Mead at Marylebone Police Court yesterday.

Samuel Garcia, proprietor of the Roebuck Tavern, Tottenham Court-road, was fined £10, with £5 costs, and his manager, Alfred Edwards, of the same address, was fined £2, for causing unnecessary suffering to a captive rabbit by causing it to be worried by dogs.

Mr. A. Gordon-Jones, prosecuting for the R.S.P.C.A., said that about 1.30 p.m. Garcia and Edwards went into the park to have a little "private exhibition of coursing."

They liberated a rabbit, and when it was about 35 yards away they released two greyhounds. The two dogs went in pursuit, followed by a third dog which broke loose, and the rabbit was quickly overtaken.

Then ensued a tug-of-war between the dogs, and the rabbit was killed.

Counsel added that rabbit coursing was permitted by law under certain conditions, but here the animal was hunted in an enclosed space, where there were no holes, so that it had no reasonable chance to escape.

Mr. Mead: It was cruelty?
Counsel: Absolutely. It was a disgusting spectacle.

An Inspector of the R.S.P.C.A. said Garcia told him that he had three young greyhounds that he thought of racing on the track, and as they had never seen a live rabbit he thought he would give them one.

**UNFOUNDED CHARGE
BY POLICEMAN.****"CANNOT BELIEVE HIS
EVIDENCE."**

"I regret that once again a police officer—though, I am glad to say, not on duty—has brought a charge which is quite unfounded and has given evidence on oath which I cannot believe."

Mr. Marshall, the West London magistrate, made this remark recently when dismissing a charge against Sydney Solomon, 30, a bookmaker, of assaulting P. C. James Watson on May 11.

At the previous hearing Watson alleged that while he was off duty and in plain clothes he made a bet with Solomon at the White City greyhounds racing.

He said that after the dog had won Solomon repudiated the bet, and on being pressed for payment, dealt him several blows in the face.

Blows Exchanged.

Solomon, giving evidence, said Watson made no bet with him, and when he came up and demanded payment he (Solomon) asked for the ticket.

Watson said: "You know it was down to you. If you don't pay me I'll knock you off that stool."

Watson seized him by the throat, pulled him off the stand, and struck him, and he struck back.

Corroborative evidence for the defence was given by two independent witnesses.

**NEW FLAG PROBLEM IN
IRELAND.****ULSTER ATHLETES AND
OLYMPIC GAMES.**

Dublin, May 20. After an all-night sitting, lasting until nearly 6 a.m., the council of the Irish Amateur Swimming Association failed to agree upon the choice of a flag under which Irish swimmers can compete at the next Olympic Games.

Northern Ireland delegates said their representatives could not compete under the Free State flag, which they regarded as a rebel flag. One Ulster delegate urged the adoption of a plain green flag with a harp in the centre.

The matter arose on a resolution moved by Mr. J. Goss (Ulster) requesting the council to recommend to the Olympic and Tallinn councils that only a national flag symbolic of all Ireland should be used, and that the council should not permit swimmers under its jurisdiction to compete in future games unless their recommendation was accepted.

It was finally decided to adjourn the question until the next congress, the officials, in the meantime, to go fully into the matter and report.

**SOUVENIR HUNTERS AT
AIR CRASH.****REWARD OFFERED FOR
MISSING RUDDER.**

London, May 22. Souvenir hunters at an air crash were criticised at the inquest at Shepperton on Saturday on Captain E. H. O. Scholefield, the pilot, who was attached to the aerodrome of Messrs. Vickers, Limited, of Weybridge, and Mr. S. W. Sherratt, of Byfleet-road, Weybridge, who were killed on Thursday.

The machine was on a test flight, and parts of it fell off before it crashed and burst into flames.

A police constable said that after the crash crowds gathered round "to get mementoes, but when sufficient police arrived the people were forced on to the road."

The Coroner expressed the hope that the public would not touch pieces of aeroplanes in future accidents, as important evidence might be destroyed.

Percy Maxwell Muller, Superintendent of Vickers Aviation, Ltd., said that it was obvious that Sherratt jumped from the machine.

He had no theory as to how the accident happened, and Messrs. Vickers were anxious to get some data.

"There is a rudder missing," he said, "and we are prepared to pay a big reward for it. It may be invaluable to us later; perhaps someone locally has it as a souvenir."

The Coroner—One is afraid of these wretched souvenir hunters. The B.R.C. might be asked to broadcast for it.

Mr. Muller said that there had been a good many stories of stunting by Scholefield, who was one of the finest spectacular pilots in the world. He did not feel that Scholefield was responsible for the crash; he stuck to the machine to the last.

Mr. Muller said the machine was built by Vickers, and came back to them to be reconditioned before being handed over to Imperial Airways for their summer service. It had been passed as ready for flight before it was tested. They did not know which wing came off.

A verdict of Death by misadventure was recorded.

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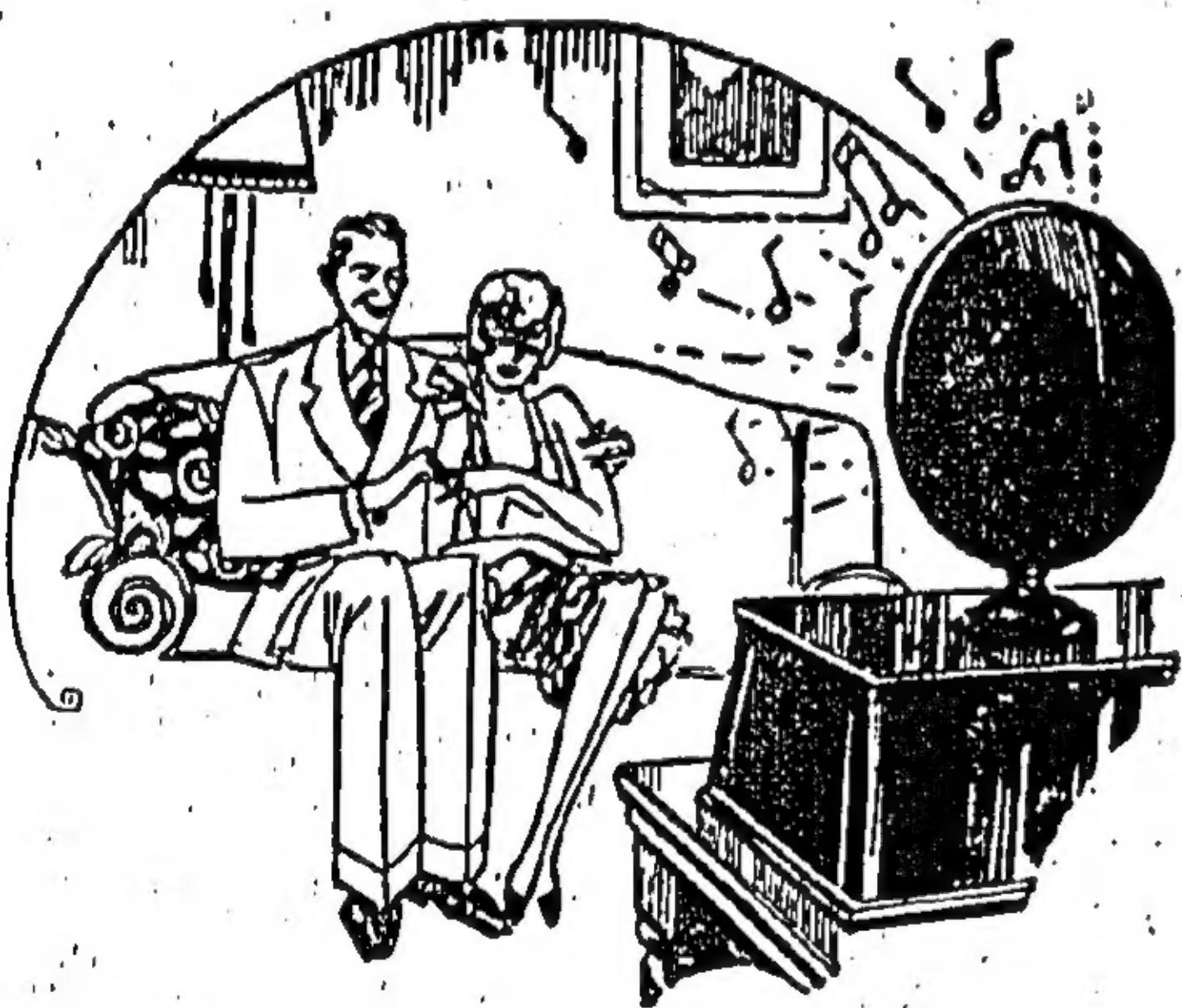


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CEYLON TEA
Cheapest and Best
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WOMAN'S WORLD FOR OUR LADY READERS.



Important Accessories of the season's fashions: On the right is a "matching set," comprising scarf, bag, hat, belt and handkerchief in shades of grey and red. On the left is the newest scarf and turban notion, carried out in black and white spotted silk. Then there are shoes to match the pochette of golden-beige leather banded in black; and belt, necklace, bracelet and posy of turquoise beads and rhinestones.

The Best Defence.

Those who believe that there are thought-forces which may be used by one individual to harm or to help or otherwise to influence others, hold that the best way to resist the influence of those who would injure us by their harmful thoughts is to send forth none but loving thoughts to them.

As long as one refuses to be stirred to an answering vindictiveness, it is held that the baleful influence of an enemy's hatred will be powerless to wound.

I do not know what truth there may be in the theory that we can be affected for good or ill by other people's thoughts of us, but I am convinced that it is true that the very best weapon with which to meet hatred or enmity is the nearest thing to love that we can muster for the occasion.

With most of us imperfect mortals the best we can produce may be simply a refusal to be debased by any desire for revenge, and a strong determination to remain calm and unaffected by all attempts to injure.

For to have driven peace from our souls and to have given hatred a hold upon us, would be the greatest evil that an enemy could have wrought. S.B.—In Exchange.

down and even sleep, but all the limbs are at tension. Naturally, such sleep does not really rejuvenate as it should. The art of relaxing is soon acquired, though at first it seems impossible. Directly you get into bed allow the limbs to lie inertly, as though you had lost all power of movement.

Switching the mind off one's fatigue and worries is not too easy, but if you try to think of something pleasant you will find that the muscles gradually relax, and the nerves are less active.

Because we women feel happier when we are looking our best, I think it is money well spent to have a wave, a manicure, a face treatment, or a clay pack. And if pennies are scarce, and you can't possibly manage a visit to the beauty parlour, why not give yourself a treatment in your own home?



A very charming rest-gown. In coral pink crepe de chine de chine is made on wrap coat lines, with revers, and a cape at the back. Cape, sleeves and hem are edged with ecru lace.

Reducing Exercises. When Beauty Flags.

SOME SIMPLE RULES.

Summertime is the most trying period of the year to the woman inclined to plumpness who wishes to keep her weight normal. There are several reasons for this, the chief amongst them being that less strenuous exercise is taken and, far more, liquid is consumed, and liquid helps to fatten the already plump, though it seldom has that effect on the naturally thin.

If you are one of those who put on weight in hot weather, weigh yourself before the really warm days begin. It is a good plan to keep a weighing-machine and weigh yourself every week, so that the slightest increase can be noted and steps taken to check it promptly.

Where Fat Usually Forms.

Extra weight is generally put on around the hips, on the back, around the shoulders, and on the upper arms, and, while general treatment is given in the way of careful dieting and exercise, a few special physical exercises should be practised to reduce the fat forming in these "spots."

To Reduce the Upper Arms.

Stand erect, throw the shoulders well back, and let the arms hang loosely at the sides. Turn the arms outwards and the palms back, stretching the fingers out. Then turn the arms backwards, with the elbows out, and the backs of the hands facing the sides of the body, keeping the fingers stretched out as before.

To Reduce Flesh on the Shoulders and Back.

Stand erect, shoulders well back. Stretch the arms out straight, on a level with the shoulders, and swing them round and round, with a rotary movement. From two to five minutes should be devoted to practising this exercise every day, and the results will soon be apparent.

[By a Beauty Specialist.]

There comes a time when Eve looks into her mirror and dispassionately faces the fact that her beauty is going. It isn't always due to the years, either. Even girls in the 'teens get these wretched moments, occasionally.

"What shall I do?" Eve wails.

Well, I would begin by following the American beauty's rule and having a fruit meal a day. That is, one meal must consist of nothing but fruit. Any fruit that is in season, though apples, lemons, oranges, and grape-fruit are citric fruits of great value, and I would certainly include one or more of these fruits.

Then I advise substituting milk for the morning tea or coffee. Milk is a valuable nerve food, and will do more to fill out tired lines than hours of massage. If the nerves are ill-nourished, loss of beauty generally means lowered vitality, which indicates the need for more rest.

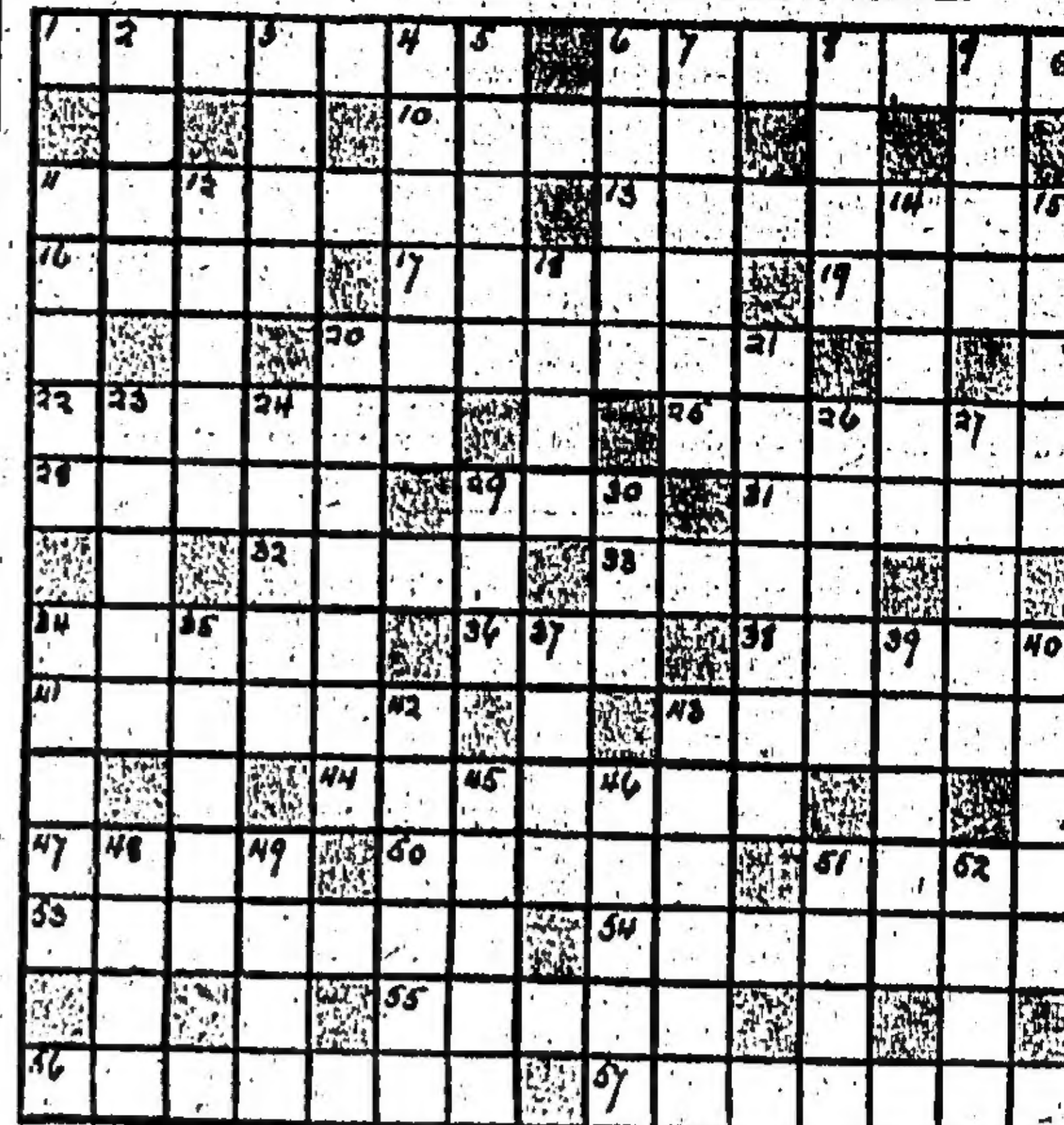
An Hour's Rest.

A housewife, however busy she may be, can usually manage an hour in the afternoon, if she makes up her mind to have it, and the business woman can generally manage hers in the evening. It may be a little trouble to organise it, but it is well worth it in the extra strength and nerve force one gains. But do try to relax. Some women never really rest; they lie

To Reduce the Hips.

Stand erect, place the hands lightly one on each hip. Bend slowly first to the right, then to the left, lowering the hand on the side bent till the finger-tips touch the ground, or are as near to the ground as possible when first practising this exercise to touch the ground.

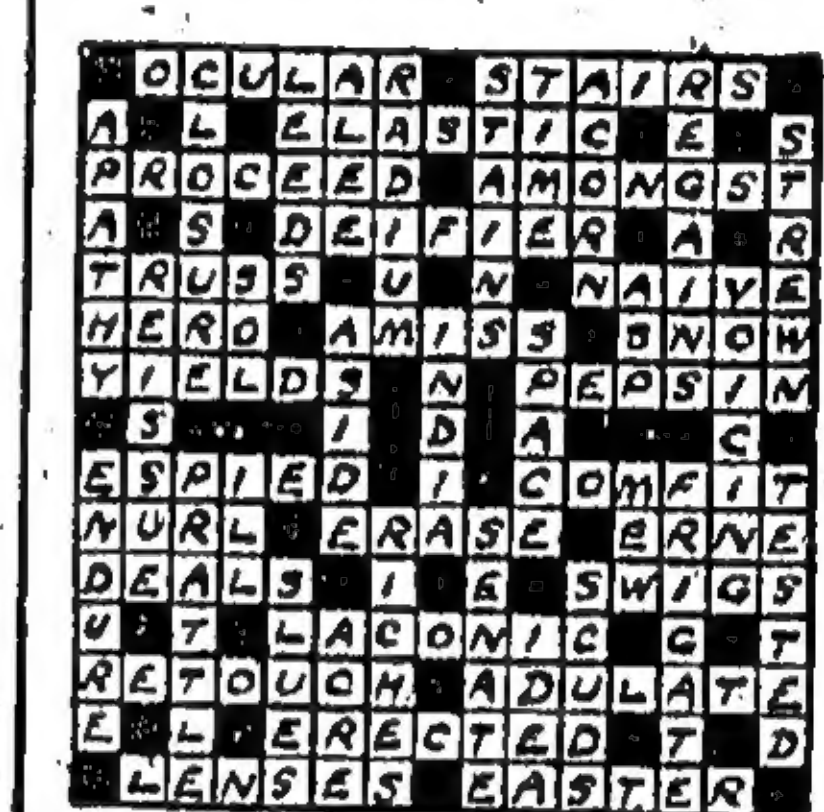
OUR NEW BRITISH CROSSWORDS.



Across.
1 Surd continuous consonant.
6 Drawing.
10 Belonging to a city.
11 Curious.
13 Extend.
16 Noticed.
17 Well-known farm birds.
18 Dish.
20 Being in the west.
22 Chose term.
25 Lower.
28 Succeeded.
29 Definite article.
31 Negotiate.
32 Sticky substance.
33 Rooster.
34 Was able.
36 Dread.
38 Has existence.
41 Unnoticed.
42 Yield.
44 Separated.
47 Freezes.
50 Quotes.
51 Tract of waste land.
53 Ridiculous.
54 Sloker.
55 Celebrated.
56 Calumniate.
57 Iterates.

Down.
2 Compassion.
3 Highway.
4 Lump.
5 Perennial plants.
6 Faded.
7 Disarm and quarter.
8 Fastened.
9 Pile of hay.
11 Marsh grass.
12 Prepares a vessel's planks for caulking.
14 Tenth part.
15 Centre.
18 Design on metal.
20 Employed with the arm.
21 Vexed.
23 Element of an electrolyte.
24 Hunting horn.
26 Track.
27 Consumed.
28 Beverage.
30 Before.
34 God of love.
35 Assistant teacher.
37 Formal document.
39 Folsom.
40 Harsh.
42 Christian creed.
43 Dwell.
45 Movable face guard.
46 Submit.
48 Small apartment.
49 Token.
51 Small lake.
52 Kiln.

Yesterday's Solution.



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Go to YEE SANG FAT
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For MEN, LADIES, CHILDREN.
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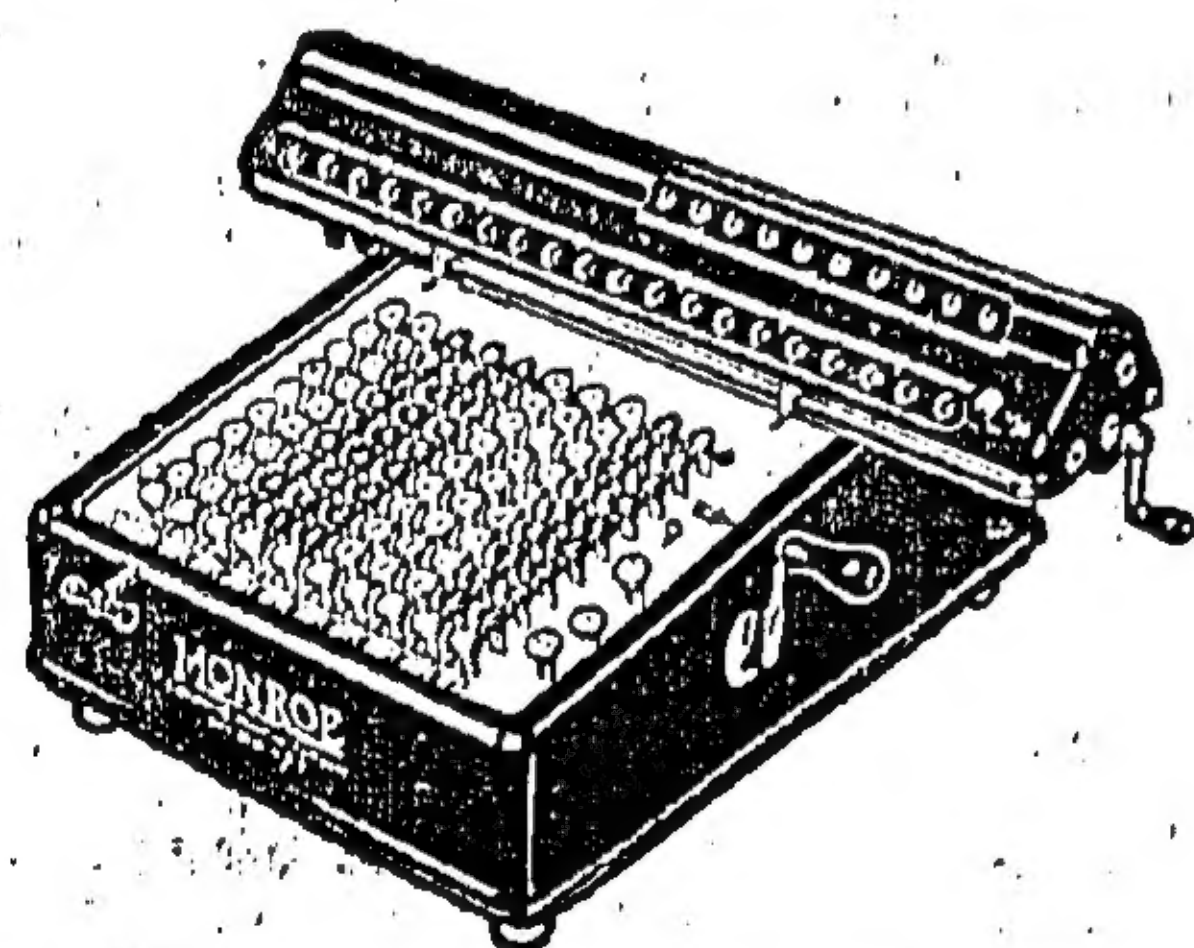
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BY
DODWELL & CO., LTD.****SOLE AGENTS FOR
HONGKONG & SOUTH CHINA****DEATH.**

ATIDENZA.—Marta, dearly beloved wife of Vicente Atienza on 21st June, 1929, at 8.45 p.m. at 15, Jordan Road, aged 79 years. Funeral will pass to the monument to-day at 5.30 p.m.

**The
Hongkong Telegraph.**

SATURDAY JUNE 22, 1929.

THEN AND NOW.

The article elsewhere in this issue recalling the features of the water shortage crisis in 1902 will be found intensely interesting. It shows that the problem then faced was the same as it is to-day—inadequate means of storage plus a disappointingly low rainfall. Moreover, the methods adopted by the Government twenty-seven years ago to deal with the crisis were practically on all fours with those now in force. There were street fountains, tanks, and the importation of supplies from outside, mainly from the Canton River. The only advance made in the decision now reached to pump water direct into the mains at Tylam, a policy which we are extremely glad to see that the Government has adopted. The situation in 1902, however, was of far greater gravity than it is to-day, witness the fact that supplies at the fountains were only available for one hour daily and water cost as much as thirty cents a bucket, whilst military guards were put on to prevent trouble amongst the water-carriers.

In view of the fact that isolated instances have recently been reported of efforts to stir up trouble in connexion with the Government's method of dealing with the situation, it is interesting to recall some comments made in the *Telegraph* at the time of the 1902 crisis. "The lower class Chinese," it was stated, "are beginning to grumble at the limited supply of water, and they are blaming the Government. According to their idea, Peak residents are now obtaining a full supply while the town is cut down to one hour per day. Of course, such an idea is utter nonsense, but nevertheless it is very widespread, and people are asking one another why they, who also pay taxes, should pay heavily to obtain a little water for drinking and cooking while the Peak folk are revelling in baths supplied by the Government mains! There appears to be a strong feeling growing up on

this subject. If any mischief-makers, of whom there are always plenty to be found in times of trouble, once obtain the ear of the coolie class, there may be serious results." This comment is pertinent in view of reports which have reached us that posters have appeared in one or two places in the Colony accusing the Government of discrimination in the distribution of supplies. It is hardly necessary to say that this idea is just as absurd to-day as it was twenty-seven years ago. All the same, it is well that the spread of such untruths should be taken note of by the authorities before these stories gain widespread credence. There are peculiar difficulties to be contended with which make it impossible to treat everybody on a basis of absolute equality. But that does not imply the least intention of unfair discrimination. In this connexion, it is well to remember that the variations are not as between Chinese and non-Chinese, as is easily proved by the fact that in certain areas Chinese are better off than some in other districts, whilst throughout a large part of the Colony, Europeans and Chinese fare precisely alike.

In occurs to us, however, that the great bulk of the Chinese population do not understand the facts of the situation, and it would be wisdom on the part of the Government to acquaint them therewith by means of well-devised propaganda methods. The meter question is involved in this matter, and we all know past Chinese objections to having their supplies dealt with in this manner. But that is only one aspect of the question. The best way to combat erroneous ideas is to broadcast the truth.

Triumph of the Gramophone.

The making of musical instruments is an industry which has progressed rapidly of recent years in England, but the advance in the manufacture of gramophones in 1928 has, according to statistics to hand, been exceptionally great. It would seem that the world's demand for gramophones and records is growing, and that the majority of both is being made in or near London. England is at present selling more gramophones in all the markets of the world, except in the U.S.A., than any other country. In Italy, for example, an exceptionally musical country, more British than Italian gramophones are sold. The reason for this is that the gramophone is a musical instrument requiring great scientific and engineering precision in its manufacture if it is to be highly successful, and it is here that the English maker scores over all his rivals. In records the same holds good, as is recognised by virtue of the fact that the best singers and instrumentalists go to England to have their work recorded. The recent development of this industry may be judged from the official figures for goods exported. In 1928, over 400,000 of that category of musical instruments which includes the gramophone were exported, valued at over £1,500,000. In the year 1926, the figures were respectively 280,887 and £936,508. Accessories of musical instruments, which means mostly gramophone records, were last year exported to the value of £1,451,501; an increase of nearly £400,000 over the 1926 figures. At the present moment the industry flourishes, and still higher figures are expected in the future.

WATER LEVELS.**FOR WEST, NORTH AND
EAST RIVERS.**

The following table, compiled by the Board of Conservancy Works of Kwangtung, shows the water levels in English feet on the West, North and East Rivers on the dates named:

	June 10	June 20
Shihing	10.7	11.7
Taiyuen	6.8	5.8
Shamshui
Shelung	0.1

DAY BY DAY.**THE CRITIC ON THE HEARTH IS
LOVE'S CHIEF GRAVEDIGGER.**
Dorothy Dix.

Yesterday's return of the Medical Officer of Health contained one British case of diphtheria.

In honour of the anniversary of the coronation of King George V warships in port were decorated this morning.

The Crown Agents for the Colonies are advertising for a second class Overseer for the Public Works Department at a salary of £260-£10-£280 per annum.

A bankruptcy notification states that a first and final dividend of dividend of £2.40 per cent. has been declared in the case of the Chun Loong firm, of 168, Queen's Road Central.

The opening of the South China Athletic Association's bathing pavilion at Quarry Bay by Lady Clement takes place next Saturday, not to-day as stated in our issue of yesterday.

The following lots of Crown land are to be sold on July 8th:—New Kowloon Island Lot 1248 (area, about 12.400 square feet; upset price, \$18,720), New Kowloon Island Lot 1249 (about 1,048 feet, upset price \$1,672), and Kowloon Island Lot 2200 (about 3,968 feet, upset price \$5,944).

Mr. J. H. Bottomley, Engineer Buildings Ordinance Office, has been deputed by His Excellency the Governor-in-Council to act on behalf of the Building Authority in all cases referred to in Sections 205, 206, 207 and 207A of the Public Health and Buildings Ordinance, 1903, in connexion with dangerous buildings.

It is notified that no person shall bury or deposit any human remains in or upon any part of the catchment areas for Government waterworks in the New Territories (other than New Kowloon) as shown on the map dated 30th April, 1929, marked "Hongkong Water Works Shing Mun Valley Scheme," deposited in the Office of the Public Works Department.

It is ordered that sub-sections (8), (10), (13), and (15) of section 92 of the Public Health and Buildings Ordinance, 1903, shall apply to the New Territories (other than New Kowloon). The provisions made applicable to the New Territories (other than New Kowloon) by this order relate to removal, by order of the Governor, of dead bodies and remains, and graves and urns in which such bodies or remains are found, and to exhumation by order of a magistrate for the purpose of inquiry into the death of any person. The said provisions already apply to New Kowloon.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parentheses indicating deaths: Plague, Alexandria (1), Bombay (1), Rangoon (3), Phnom Penh (1); Cholera, Bombay (1), Rangoon (2), Tuticorin (4), Bangkok (4), Phnom Penh (2), Saigon (3); Small-pox, Aden (2), Bagdad (1), Bombay (42), Karachi (13), Madras (17), Tuticorin (1), Singapore (1), Balikpapan (1), Manassas (4), Phnom Penh (3), Canton (2); Cerebro-spinal meningitis, Shanghai (8).

**BRIDGE
MADE EASY**
by
W.W. Wentworth**Taking Out a No Trump—1.**

Your partner has bid a no trump. Second hand has passed. There is no contest and the score is clear. What should you, as third hand, do? Should you pass or bid a suit? Why and when should you "show" your strength or your weakness by a suit bid? Should you show anything?

Many an argument at the bridge table has followed a take-out. When should you take out? To answer what procedure to follow is at times baffling. There is no unanimity of opinion thereon among advanced players and even the experts differ. What, then, is the average player to do?

Bear in mind that the principal aim of bidding is to make game. Every initial bid is made with the object in view. To accomplish the result, however, is not always pos-

CONVERSATION.

Some Thoughts on a Social Art.

How glibly we assert concerning this and that historical epoch, this and that foreign country, that it is or is not "civilized"—quite as though we knew precisely what the difficult word "civilization" means and implies. As a matter of fact we do not know precisely, and we seldom stop to think. For the most part we attribute civilization to times and countries recognizably like our own, using ourselves as the standard of measurement in this as in all other excellences; but those to whom this convenient criterion has come to seem a little naive and not quite adjustable to all occasions are forced to do a little thinking.

Civilization is not the same thing as modernity, they see, for there is ancient Egypt to be considered. When they study the literature and ceramics and painting of China's Ming Dynasty it does not seem to depend upon geographical position, as so many people of the western world cheerfully assume. Neither is it identical with the possession and use of "modern conveniences," which the artists and orators and statesmen of Periclean Athens did so nobly without. The word and the ideas it connotes need clarifying, and in default of any better definition perhaps we may say that a civilized time or country or person is one that has learned to converse.

Before we can be quite fair to this definition we must see how much it implies. When we consider that true conversation is the social exchange or mingling of individual thoughts and moods, it becomes clear that those who delight and excel in it, those who raise it to the level of art, must have put many stages of human progress behind them. They have climbed far above the empty chatter—"A fine day, isn't it?" "The soup is cold," "Such a pretty gown!"—that engrosses nine-tenths of what is called talk. They have refined their own former prejudices and opinions into theories, and even these they hold flexibly, knowing that they are almost entirely the product of society and glad, even eager, to subject them, once more to social criticism. A civilized person is one who has been shaped by civil influences and who reacts correspondingly upon them. The medium of this interaction is social encounter.

Conversation, as we often say and sometimes realize, is an art, but it is an art in which no one has ever produced a perfect masterpiece; furthermore, it is an art for which no one can formulate a definite body of rules or manual of technique. Well then, so much the better. Whenever the professors begin to confine a given art in the strait-jackets of formula, saying "thus and so must the thing be done and the perfect work made," then, we may be sure, that art is declining. Those, for example, who have most to say about the technique of writing poetry are seldom even fairly good poets, and it is observable that the best poets pay them scant attention. Too much talk about the alleged "rules" of conversation would soon leave us with no conversation whatever.

Conversation flourishes, like any other art, when there are few rules or none but many good models, for a good model lifts us up and a rule binds us down. To adopt the rather pedantic phraseology of literary criticism, those who try to talk according to rules laid down in handbooks of conversation may be called the pseudoclassicists, and these talkers lose all the swift-pouncing and easy-gliding grace of true social converse. On a higher level stand the neoclassicists, who choose for imitation some single talker whom they admire. Still others, the true classicists, try to deduce from all the best conversation they have ever heard an ideal, better by far than any actual performance, to which they strive to rise. Quite certainly, however, the best talk is not "classical" at all, in the terms of this literary jargon, but "romantic." This is to say that although it imitates, as all art must, it imitates no external thing.

What we feel about excellent talk, and feel always with a thrill of delight, is that its models are constantly fresh and new so that every sentence, every coin of speech, is unique. A statue once carved and completed may be copied a thousand times, but a brilliant sentence, though it may be quoted and plagiarized indefinitely, issues from a conjunction of mood and thought and circumstances which has never occurred before and can never occur again. The produc-

tions of this social art of discourse are as evanescent as those of music.

If the best talk imitates no external model and yet does necessarily imitate, what then is its model? Clearly, the talk that one has with himself, the inner word, the endless soliloquy of thought. We learn to converse with others largely by conversing with ourselves, and it seems certain that those who are most interesting in society are those who entertain themselves most delightfully when alone. The most social art, then, is in great degree a product of solitude, and from this source come its novelty, its individuality, its strangeness and constant surprises. If we are reluctant to believe this it may be that we do not realize the frequent excellence of that inward converse—how generous it is, how sympathetic and swiftly discerning, how delicately it avoids all matters we do not wish to have mentioned, how it humours all our whims and caprices. Surely those are among the best of all quotations that begin "I said to myself."

Yet we must not hastily conclude that the best talkers are the greatest egoists, those who utter exactly what is delayed to them by the inward voice, for although good talk begins in solitude it does not end there. Conversation is a mingling and harmonization of voices trained at first to sing in solo but learning now to adjust themselves one to another. The same deference and delicacy which we have learned to practice toward our own opinions is here shown toward the opinions of other people—but the same freedom also, is claimed for the expression of individuality. Conversation is, indeed, the very expression or outward sign of intellectual freedom, a glorying in it and a glad celebration of it. In all good talk it is as though one said to his collector: "I am I and you are you, although we have some points of tangency we are different in many things. How delightful that is!" A conversation begins under good auspices when two intelligent and forbearing persons find that they disagree upon some matter actually fundamental. Not much is to be hoped from a disagreement regarding a matter of fact such as the date of the discovery of America, but there is no end to the expectations we may have when two able contestants uphold opposite opinions concerning, let us say, the nature of progress. Not facts nor even opinions, but only ideas are open to discussion; ideas only are the stuff of conversation.

In the mingling of free individualities and the harmonizing of solo voices all the delights and the mysteries of conversation consist. The mysteries, one says advisedly, and the surprises. Three persons conversing together each speaking out of himself and according to the dictates of his inward voice, manage somehow to say something quite different from what any one of them could have said—something new and unpredictable, like the musical chord resulting from the union of three notes. Here we are obliged to think of the kindred mystery of "communal composition" by which popular ballads are produced, of the strange unknown shaping of legends and myths, and of the still stranger development of language. In each of these processes several or many persons achieve in concert something of which no one member of the group would have been capable, and so it is in conversation. Good talk enables us to tower above ourselves, to outsource our own limitations; it liberates powers of which we have been only dimly aware. By modes and means of which we know little and which we cannot reproduce at will it attains heights beyond our expectation, as though each speaker had gathered to himself all the experience and wisdom of humanity.

We are learning that civilization has no monopoly upon the fine arts, that savages and barbarians paint and carve and sing surprisingly well; but conversation is an art that seems strictly confined to civilized times and lands. Perhaps it is the highest single privilege that such times and lands have to offer.

L.P.S.E.—In the *Christian Science Monitor*.

making game may be easier in the major, than in the no trump; therefore I want you to declare your major. If your hand offers no assistance for my no trump and game at no trump does not appear probable, it may be advisable for you to show me your weakness by declaring your minor suit.

In taking out, you always must bear in mind that game can more readily be made by playing the hand in a major suit declaration than in a no trump or a minor suit.

RELEASED BEFORE HIS TIME.**PERTINENT QUERY BY MAGISTRATE.****GAOL OVERCROWDED?**

When a man was brought before Mr. E. W. Hamilton this morning on a charge of disobeying an order of banishment, his Worship noted from the warrant that it was only in August last that the defendant had been sentenced to 12 months' hard labour and 24 strokes of the birch.

Mr. Hamilton, observing that it was only June now, enquired how it was that the man was out before his time.

Sub-Inspector Vincent, the Finger-Prints officer, suggested that perhaps the man was sent away earlier owing to congestion in the Gaol.

Mr. Hamilton:—Then what is the use of a Magistrate passing sentence?

His Worship (to defendant):—You seem to like it. Twelve months and 24 strokes, the same as before.

The man pleaded exemption from the last order, on the score that he was sick.

The Magistrate:—The doctor will examine you.

THE WATER CRISIS.

(Continued from Page 1.)

by trees beneath which a tiny stream feeling trickling down to where a crowd of carriers are clustered with their poles and receptacles. Notice how they snap off a few leaves from a shrub hard by and place them in the buckets to keep the water steady and then return with them into the scorching sun; and observe how resigned they all appear to a situation which, to the Colonists of this fair port must be unknown—even undreamt of.

"Someone has blundered."

What does it all mean? Surely someone has blundered and that at length the time has come to impress the fact upon the minds of those responsible? Had the drought kept off a few years when the population had become greater and spread along the higher levels, when Kowloon had spread far into the hinterland, then the water famine would indeed be keenly felt by every section of the community. But to-day, it is evident that the European community has not fully realised the extent to which the native population is suffering. To us the time and labour expended by them on fetching and carrying water can scarcely be conceived.

From daybreak to sunset they wander among the hill-paths peering into nullahs and crevices until at length their search is rewarded by a trickling stream. Many have to leave work to join in the search, and not a few, whose daily earnings are of the smallest, appear content to fill a bucket from the nearest stream, however contaminated it may obviously have become. Wells are to be reopened but in all probability the authorities may prohibit them after taking an analysis of the contents.

Hopeless Task.

The man who to-day toils with his pots and pans along the streets and the bypaths of the upper levels in the hope that he will still find his load of water, has essayed a task, which is becoming more hopeless and heart-breaking as the days pass. That we have supplies on the mainland and in the Canton River must be looked upon as providential, for had we been entirely isolated from these sources, Hongkong would undoubtedly have been stranded on the verge of a calamity.

It is to be hoped that history will not repeat itself, nor the Government fall back into that state of apathy which has been emphasised to such an extent by the events of the present drought. It may be a blessing in disguise, and though everyone could have done without it, it behooves those in authority to strive to improve matters and guard against a second visitation with its accompanying loss of wealth and health.—*Hongkong Telegraph.*

The number of marriages celebrated in the Colony during last year was 236 (of which 105 were between Chinese persons) as compared with 176 (and 70) respectively in 1927—an increase of 60. The total amount of Fees received under the second schedule of the Marriage Ordinance 1875 was \$2,558.00, as compared with \$1,638.00 in 1927—an increase of \$1,020.00.

OLD OFFENDER IN COURT.**REAPPEARS AFTER FOUR AND A HALF YEARS.**

Described as a Hongkong-born British subject, Frank Augustino d'Aquino was charged before Mr. E. W. Hamilton this morning with vagrancy.

Recognizing an old offender, his Worship asked:—Is this not the same man who has been here for years and years?

Detective—Sergeant "Whant" agreed, saying that the man had quite a criminal record. His long absence had been due to the fact that he had spent four and a half years in the Mental Hospital.

Replying to another question from the magistrate, Sergt. Whant said d'Aquino had no means of subsistence, and his committal to the House of Detention would be asked for. It was understood that the power of discharging him eventually from the House of Detention rested with the Superintendent of Prisons, who would do so only upon a guarantee of the man's employment.

Addressing d'Aquino, his Worship said:—I shall commit you to the House of Detention where at least you will have a roof over your head and food.

NEW STREET NAMES.**KOWLOON THOROUGHFARES NEW NAMED.**

The following new street names are announced:

Street commencing at Nathan Square, being a continuation of Boundary Street in an Easterly direction and terminating at its junction with Prince Edward Road.—Boundary Street.

Street commencing at Prince Edward Road on the S.W. side of adjoining and running parallel to the K. C. Railway in a North-Easterly direction and terminating at its junction with Boundary Street.—Embankment Road.

Street commencing at Prince Edward Road, being the first street on the East side of Embankment Road, running in a Northerly direction and terminating at its junction with Boundary Street.—Knight Street.

Street commencing at Embankment Road being the first street on the North side of Prince Edward Road, running in an Easterly direction and terminating at its junction with Knight Street.—Duke Street.

Street commencing at Argyle Street being a continuation of Waterloo Road in a Northerly direction and terminating at its junction with Prince Edward Road.—Waterloo Road.

EXCHANGE RATES.

London, June 21.	
Paris	124
Brussels	34.925
Geneva	25.195
Berlin	20.33
Copenhagen	18.205
Vienna	34.50
Helsingfors	193
Lisbon	108.6
Bucharest	817
Buenos Aires	47.9/32
Shanghai	2/4 3/4
Yokohama	1/9 29/32
New York	48 27/32
Amsterdam	12.00 3/4
Milan	92.05
Stockholm	18.09
Oslo	18.195
Prague	103 1/2
Madrid	24.235
Athens	375
Rio	5 1/2
Bombay	1/5 15/16
Hongkong	1/11 1/2
Silver (spot)	24 1/2
Silver (forward)	24 7/16

—*British Wireless.***THE LATE GENERAL BOOTH.****BODY LIES IN STATE IN LONDON.**

London, June 21. The body of General Bramwell Booth, former Chief of the Salvation Army, lay in state at Clapton, London, to-day, and thousands of mourners, including many who had come from other countries filed past.

General Higgins, the newly-appointed Chief, conducted a special service for the officers of the London District.

The body will continue to lie in state to-morrow and will be buried on Monday.—*British Wireless.*

YELLOW RIVER BRIDGE.**REPAIRED AND THROUGH TRAFFIC RESUMED.**

Hankow, June 21. The Kinkhan administration reports that repairs to the Yellow River Bridge have been completed and through traffic on the Peking-Hankow railway has again commenced.—*Reuter.*

CAPT. CAMPBELL OUT FOR 300 M.P.H.**"NOTHING LESS WORTH TRYING FOR."**

London, May 20. Captain Malcolm Campbell, who arrived home to-day from South Africa, is quite prepared, given the car and the necessary financial backing, to again attack the speed record of 231 m.p.h., held by Major Sir Henry Segrave.

If he does attack the record it will be in an attempt to exceed 300 m.p.h., a speed which he considers to be well within the scope of the racing motorist. Nothing much under that figure would be worth while trying for, he says.

At the moment, however, what he most wants is rest and to play with his little girl and boy. "It's great," he said, "to see them again."

Lightning Bolt.

At Verneuk Pan Captain Campbell's greatest speed was 225.5 m.p.h.—just six miles short of the figure set up by Sir Henry Segrave at Daytona.

Blue Bird left the track at times for distances of 30ft., and it is conceivable that with just that lessening of power and speed made all the difference in the world.

Going all out, he added, was by no means the extraordinary feat the layman thought.

"I can remember everything, and after it was all over my hand was as steady as a rock. I have a quick-acting brain, and with reasonable luck and the suitable car I am perfectly convinced that I could reach a speed of 300 miles an hour." He has left Blue Bird in South Africa. "She cost me £20,000 to build—now she's useless, and when I say that you can understand perhaps the expense entailed by these high-speed attempts."

Captain Campbell is a pioneer in speed racing. He began in 1905 and, to quote his own words, he should be "safely dead and buried." Instead of which, at 45, he must be the fittest man in the world.

Broadening from 2 LO last night Captain Campbell described the extraordinary series of misfortunes which dogged him all through the great adventure. He said that he had spent four months in Africa instead of the seven weeks he had planned.

BRITISH INDUSTRIES FAIR.**PREPARING FOR NEXT YEAR'S EVENT.**

London, June 21. Olympia, London, is transformed by means of a large new building which will be used to house the London section of the British Industries Fair, which will take place simultaneously in London and Birmingham next February.—*British Wireless.*

WARSHIPS IN PORT.

The following is the disposition of warships now in port: Basin.—H.M.S. Tamar, H.M.S. Bruce and Submarine L16 and L19. East Wall.—H.M.S. Bridgewater and H.M.S. Sepoy. Foreign.—U.S.S. Mindanao and French gunboats Alerie and Argus.

HONGKONG RADIO PROSPECTS.

(Continued from Page 1.)

ing months, proceeding to carry out some tests between America and England and it was hoped that with the special gear that had now been devised, success would be obtained.

Mr. King said that he would point out that "if the B. B. C. can't do it, you cannot expect me, with my little staff, to do it out here." The success of the B.B.C., he said, would mean the success for all Colonies because they were all co-operating and would be advised of the success attained. The relays were being received but not consistently. He mentioned that circumstances might not be favourable at certain times and the reception would then be bad. This would naturally cause disappointment to the public.

Future Hopes.

As far as the present situation was concerned, the studio would be working within a month. There had been considerable transformer trouble and the defective parts were being renewed as fast as possible.

Mr. King said that he was probably at fault in not closing the station down for a longer period while the recent repairs were being effected. He stated that he should have closed it down again for a fortnight, but he was trying to avoid that. It could be taken that the strength would be brought up to the old standard within the course of a week, while in the course of a year he hoped that broadcasting, in the proper meaning of the word, would be established in the Colony.

The water shortage was at present engaging the attention of the Government and a less important subject like broadcasting could not therefore receive the attention that it would in ordinary times.

"Showing the Flag."

Reverting to the question of the financial side of broadcasting, Mr. King said there were between 200 to 300 licences issued to local enthusiasts. Broadcasting in Hongkong, he said, was purely to further British trade. He said that the Americans and the Japanese had installed large and powerful stations in some places merely "to show the flag."

Mr. King commented upon the numerous ways in which broadcasting was beneficial to the Empire. It was a very fine medium for transmitting news. He mentioned that the results would be apparent in five or ten years time, from a trade point of view.

Mr. King said that a set costing about \$150,000 would be what he would like to see installed. The present one was not a broadcasting set. In the mornings it was used as a telegraph transmitter. The present staff, he added, consisted of only two Europeans and two Chinese.

ATTORNEY GENERAL.**RESIGNS SEAT AND SLEKS RE-ELECTION.**

London, June 21. The Attorney General, Sir William Jowitt, has resigned his seat at Preston, for which he is seeking re-election at the by-election.—*Reuter.* [Sir William was elected as a Liberal, but has since joined the Labour Party.]

The Very Idea!

In London one may buy almost anything that can be bought. There is no trouble about purchasing a luxury motor-car or a landed estate or a diamond stud—providing that you have the money—but where shall a man buy a common ordinary button?

A friend of mine (writes a correspondent) told me that, finding a button absent from duty on his jacket, he set to work to find someone who could replace it. He hesitated about approaching the ordinary tailor, because it seemed like asking a favour; he just wanted to buy a button in the ordinary way of business. But not even a policeman could tell him how to set about it.

I have not space to recount my friend's adventures as he wandered through the City, surrounded on all sides by countless millions of buttons, all securely attached to the clothing of others. Buttons, buttons everywhere, but not a one.

Yes, there is a but in button. At long last he found himself in Little Britain, where makers of buttons are congregated. Could he approach a wholesaler and demand a single button? After a desperate internal struggle he took his courage in both hands and entered a tailor's shop. There, very courteously, his want was supplied.

Betty was on a shopping expedition with her mother, and noticed one of the assistants going rapidly over her counterfoils and marking many of them with a 'C', denoting Commission.

"Look, Mummy," said Betty, "that lady has got a lot of her sums correct!"

The truth may not be so complicated as some may have us think.—*Sir Oliver Lodge.*

Until we learn the use of living words we shall continue to be waxworks inhabited by gramophone voices.—*Mr. Walter de la Mare.*

The only way to produce a truly popular paper lies not in following public opinion but in leading it.—*Mr. John Buchan, M.P.*

I protest as strongly as I can against the idea that in education and all walks of life a bigger salary will get a better man.—*Sir A. Hopkinson.*

Iceland is Iceland only in name.—*Mr. Vilhjalmur Stefansson.*

Just now the mathematicians are nearer to the philosophers than the biologists are.—*Dr. William Brown.*

It is the miller's daughter, And she has grown so smart, so smart, I would I were the cocktail. She takes with dainty art, For as the potent glass she sips I'd linger on her lovely lips.

And I would be the swan's down That titivates her shapely nose, And makes as fair complexion As even Venus shows. For though I were her powder puff I could not stroke her cheek enough.

Or I would be her lipstick, For when another dared to kiss, The work of renovation Would be the height of bliss. And I would shine so gay and bright I scarce should be wiped off at night.

Woman at North London: Three months ago he threatened to hit me with real violence. My husband put his head in the gas oven, but it is a pity there wasn't enough gas to do him in.—*A wife at Greenwich.*

Mr. Halkett, the Marylebone magistrate: There was a time when a husband was allowed to give his wife reasonable chastisement, but the time has gone by.

Reverend at Wimbledon: I had been to a wedding. I left about 6 o'clock, but you know what weddings are—you usually adjourn to the nearest "pub."

Mr. Luke, the Willersden magistrate to separated wife: Both your married and semi-married lives seem to have been failures.

While walking with his father on Sunday morning, Robert (four years old) gazed some newly-built houses with a large board in front, stating their price and attractions.

"Daddy," he asked, "what does that board say?" "Oh, or—Freehold Houses for Sale." A pause. Then, plaintively: "But, daddy, there's four new ones!"

Sales of National Savings Certificates for the week ended May 4 were 1,128,482, making grand total 910,250,531.

POWELLS

10, Ice House Street.



To go to Powells for Shirts is to consult a master in "Shirtcraft." Your Shirts will be individual productions made for you. They will be shirts conforming to your requirements, which would fit, may be, another man, but no one quite so well as they fit you.

"ATLAS" Regt.

New Shirts just received.

for DAY or EVENING WEAR.

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—Shirt and Pyjama Makers—

Large stocks also carried ready-to-wear.

A Band Night

in your own home

by

The Band of H.M. Grenadier Guards on Columbia Records

9073-4—Wembley Military Tattoo

9109-10—Aldershot Searchlight Tattoo

9283—A Midsummer Night's Dream ... Selection

4971-2—Neil Gwyn Dances

9297—Tom Jones ... Selection

9411—Jungle Drums ... Patriotic

9463—Les Patineurs ... Waltz

Anderson Music Co., Ltd.**Pamela**

Wishes to draw attention to her latest display of **MODEL HATS AFTERNOON DRESSES EVENING GOWNS VOILE AND LINEN FROCKS AND UMBRELLAS.**

ADJOINING ST. FRANCIS HOTEL.

A Stupendous Adventure Drama.**"The GORILLA HUNT"**

Ben Burbridge's Masterpiece.

An amazing picture of darkest Africa, with its wild beasts, its fearsome serpents, its cannibals and its pygmies. Then into the land of the Gorilla—the most deadly of all animals—the nearest approach to the human.

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Is It REALLY RUNNING?

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SATURDAY, June 22nd, 1929
MONDAY, June 24th, 1929

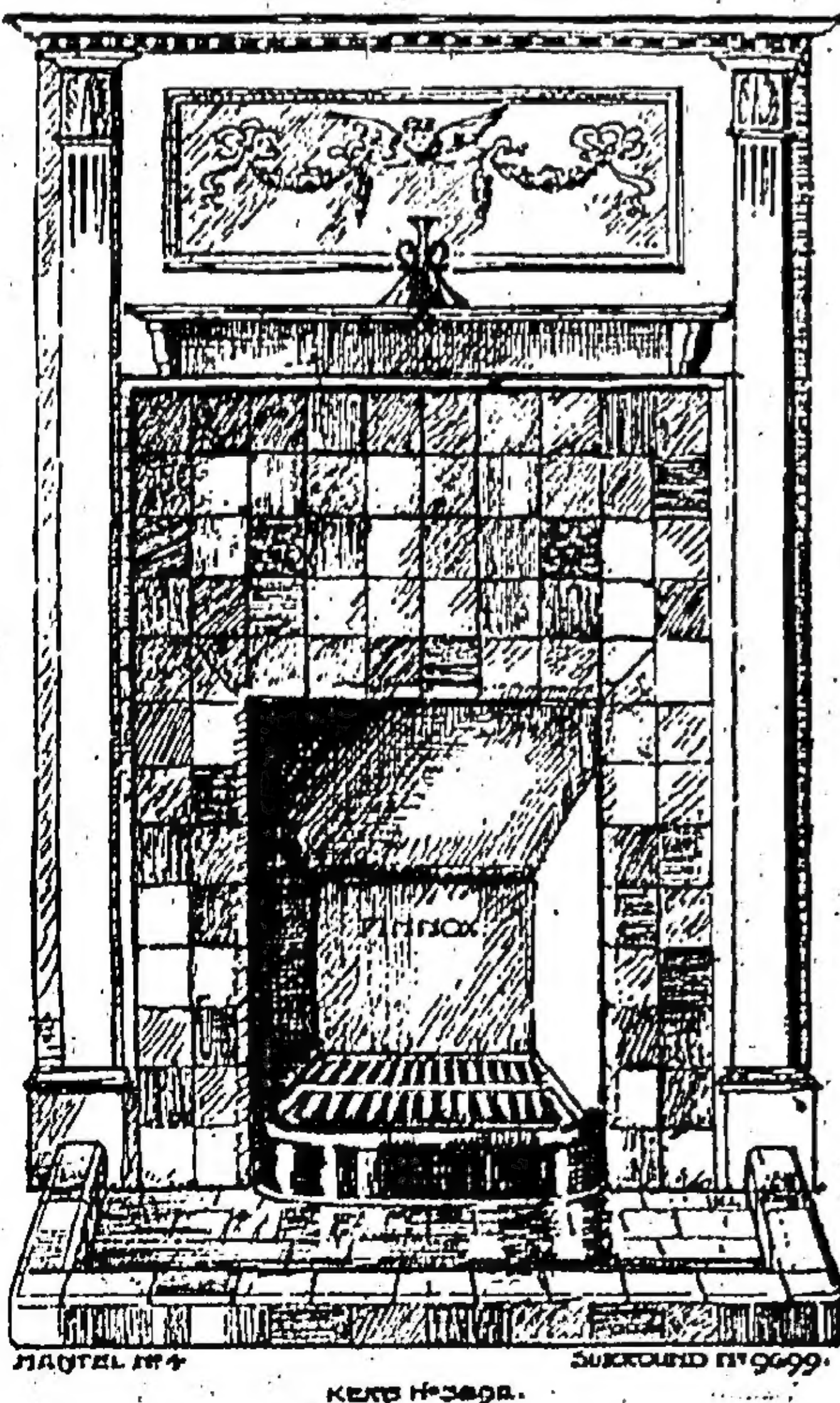
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during TEA DANCING
on SUNDAY AFTERNOON, the 23rd inst.
Saturday & Monday—\$4.00 per head including Dinner
Sunday Afternoon—\$1.00 per head including Tea.

Please reserve your Tables early.
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FOOTBALL COUNCIL.

ACTIVITIES OF LAST YEAR REVIEWED.

The annual general meeting of the Hongkong Football Association has been fixed for Friday, June 23, when a resolution will be proposed that the Association take over the Hongkong Amateur Football League as from July 1. The Committee will also consider alterations of rules.

The annual report, which has just been circulated, states:

The Council met on 14 occasions during the year for the transaction of the business of the Association. During the year Mr. J. McCubbin left the Colony and Mr. J. Lawrence filled the vacancy on the Council, also Mr. A. T. Hamilton became a member of the Council vice the Rev. Alexander. The thanks of the Association are extended to these gentlemen for their loyal support and assistance in various capacities.

Emergency Committee.

The Emergency Committee met on 14 occasions and amongst other business had to deal with 27 cases of misconduct on the field of play, an increase of 12 over last season and 14 over season 1928/29. The increase of serious incidents is noted and this is doubtless due to the more exacting demands of the Association in the conduct of the game in its every sphere, the Association's instructions to Referees being at all costs to deal promptly with all offenders, having due regard to the nature of the offence. As a result of the above precautions in dealing summarily with serious cases, the standard of football in the past season has been enhanced on previous seasons, and the Association have reason to feel gratified at the results arrived at generally during the past season. Cases dealt with have only been individual and the Council feel justified in extending to the Clubs, also Police attendants, on all important matches, their congratulations in the control of Hongkong Football crowds in the past season, and hope for the continuance of this good record in the Colony.

Referees' Committee.

The Referees' Committee met regularly once a month for the purpose of appointing Referees to official games. In addition to this they met on three occasions to examine candidates.

Appeals Board.

The Appeals Board consisting of the President and the two Vice-Presidents met twice during the year, and the results of their findings on both occasions were satisfactory and justified their appointment to adjudicate cases where unusual points were raised. It is proposed to appoint an Appeals Board at the first Council Meeting with other Sub-Committees, the previous legislation dealing with the appointment of an Appeals Board having been proved unwieldy.

Competition Challenge Shield.

Both divisions of this popular Shield Competition provided keen sport. The winners of the Senior Event being the S. C. A. A. and the Association offers its congratulations to the Chinese in its initial success in this Competition from such redoubtable cup fighters as Kowloon have proved themselves to be in the past.

The K.O.S.B. won the Junior event with the Navy runners-up, this final producing a great fight and extra time was necessary before a definite result was obtained.

"Sunday Herald" Charity Cup.

This competition was won by "England" for the first time. The receipts were not so good as in previous years, nevertheless the Association were enabled to distribute amongst charities no less a sum than \$3,066.70. In addition to this competition an exhibition game was played on Armistice Day in aid of Earl Haig's Poppy Day Fund which realised \$328.70.

The Council also voted \$787.38 to the Hongkong Telegraph "Miners' Fund," making the total allocation to charities of \$4,082.78 for the year, which is considered a very gratifying result.

The Association take this opportunity of thanking the public for their generous support, also the Hongkong Football Club for the use of their ground and stands for these matches, and to all officials, Clubs and players for their generous and gratuitous assistance.

Total amount distributed since the inauguration of the Sunday Herald competition apart from other charity matches already referred to is \$18,150.90.

The main object of the Hongkong Football Association, apart from the furtherance of the best class of soccer in the Colony, is the support of charitable institutions in and about the Colony which are varied and deserving and obtain substantial help annually from the activities of Hongkong Football. The Council welcome the great interest which these matches produce, and the public are assured that all profits after the ordinary expenses are met will go to deserving charities in and connected with the Colony.

Obituary.

The Council regret having to record the death of two prominent gentlemen in local football, the late Messrs. Robson and Vergette. Mr. McCubbin, the Rev. C. P. F. Alexander, C. F. and Capt. A. W. Austin, M.C., M.M., T.A., have left the Colony, and their assistance in administering local football legislation will be greatly missed.

As will be seen by the proposed new rules, your Council are recommending the engaging of a firm of Chartered Accountants to take over the control of the Association finance.

Interpret Account.

The Balance Sheet of the Interpret Account shows an increased credit balance, due in a large measure to the success of the Lai Wah Cup

COLOURFUL DRAMA.

"LADY OF THE PAVEMENTS."

Magnificent sets—replicas in many cases of the historic halls in which Napoleon trod—the full cast of the decadent court of France with its gaily costumed dames in their hooped finery marbled halls of splendour and the Parisian divas—all these are part of D. W. Griffith's "Lady of the Pavements," a romantic screen poem out of fancy's pages, which is scheduled to open at the Queen's Theatre next Wednesday.

For sheer beauty and spectacular display, lavishness of production and that elusive, indefinable quality best known as colour, Griffith has set himself a standard of pictorial charm that even the massive aestheticism of "Intolerance," or the inspiration of "The Birth of a Nation" does not surpass, says a New York film critic.

Within this environment of beauty, Griffith weaves one of the most daring stories of his twenty years of effort in pictures. The picture unfolds the intrigues of a mistress of Napoleon who, thwarted in her selfish love for an officer of the Prussian legation, succeeds in marrying him off to a girl of the streets for the express purpose of debasing him.

Difficult though this subject is, the director has achieved a highly entertaining continuity of dramatic events which the excellent acting of William Boyd, Jetta Goudal, Lupe Velez, George Fawcett, Albert Conti, William Bakewell and Henry Armetta augment to a considerable extent.

THRILLS AND DARING.

EPIC FILM AT THE MAJESTIC.

A turgid muddy river, studded in places with dark and filthy mudflats on which bask huge somnolent alligators, lying like logs but with jaws ever ready to seize and crush in relentless grip, the foolhardy man or animal that ventures too close; lonesome-looking places, infested with deadly water snakes and insects, and even more deadly malaria germ, but typical of the dread feeling of impending peril that seems to fill the air of this oldest of continents, and the one about which man-kind knows the least. Men like Stanley, Livingstone, Rhodes and the ancient Vasco Da Gama, gave their lives to learn for humanity a little of the mystery that has always enveloped Africa.

Ben Burbridge deserves to have his name perpetuated in a like manner, for in "The Gorilla Hunt," his picture that has been playing to packed houses at the Majestic Theatre will have its last showing to-day and to-night, he has given to the world as much as any of the rest; and he has given it in a manner that proves, not merely asserts, as the case has been before, that there "are more things on earth than this world dreams of." He has perpetuated in his picture all that Stanley and Livingstone surmised, and at the cost of great personal peril and injury, has given to the world a true and living representation of the life and actions of the man-like gorilla, that has its haunts on the misty slopes of mighty Mt. Mikeno, in the far-off fastnesses of the Belgian Congo.

THOROUGHBREDS.

PROPOSED ANGLO-FRANCO-AMERICAN CONTEST.

Chicago, June 21.

The American National Jockey Club has offered a purse of \$20,000 and a gold cup for a race between the champion thoroughbreds of England, France and America to be run at Arlington Park, Chicago, next summer.

A member of the club is Mr. John Hertz, whose wife is owner of Belghaunt, which was second in last year's Ascot Gold Cup. It is reported that the suggestion has been favourably received in English and French circles.—*Reuter's American Service.*

Competition, which was competed for early in the season, and was won by "The Army" team.

During the year we had the pleasure of entertaining a team from Shanghai, the Interport game was played on February 11 and was won by the Hongkong team, after a very pleasant and enjoyable game. The thanks of the Association are extended to all who helped to make the Shanghai team's stay here enjoyable.

THE ROMANCE OF A HEART THIEF!

JOSEPH M. SCHENCK presents

GAY!
VIVID!
DARING!

D.W. GRIFFITH'S "Lady of the Pavements"

with
WILLIAM BOYD
JETTA GOUDAL
LUPE VELEZ

GEORGE FAWCETT and
ALBERT CONTI

Ride to the peaks of glorious romance with the Queen of the Cabarets and her high-born lover. Thrill to the drama of great passion triumphant over a woman's hate, greed and revenge!



From the story by
Karl Volkmüller

UNITED ARTISTS PICTURE

COMING TO THE

QUEEN'S WEDNESDAY TO SATURDAY

LETTER GOLF.

HASTE makes waste, they say, but it eventually makes HURRY, too, in letter golf. Par is six.

H	A	S	T	E
H	U	R	R	Y

- 1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.
 - 2.—You can change only one letter at a time.
 - 3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.
 - 4.—The order of letters cannot be changed.
- One solution is printed on another page.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheycla"

Oil Varnish Stains

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Oaks—Walnut
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Can be applied by anyone
Always reliable, never sticky.
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EXPERT MASSEUR
and all kinds of chronic ailments.

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S. C. JOHNSON & SON, Racine, Wis., U.S.A.



Three Castles CIGARETTES.

Three Castles Cigarettes are full in flavour but mild to the taste. They suit even the most delicate palates.

ALSO MADE IN REGULAR SIZE AND PACKED IN 10'S & 50'S

This advertisement is loaned by the British-American Tobacco Co. (China) Ltd. EA-419

U.S. "PROSPERITY."

THE REPORT OF HOOVER COMMITTEE.

New York, May 20. Intermittent firing continues in the battle between Wall Street and the Federal Reserve Board, certain wild procedures probably justifying foreign rumours of an impending national panic at a time when the nation was solidly prosperous being neither forgotten nor forgiven. It may be responsible for the issuance this week of the report of the President's committee on recent economic changes, which declares that "boundless confidence and prosperity lies ahead for the whole United States."

The conclusions duplicate Mr. Ford's, that the nation's sudden increase of wealth is due to the gradual perfection of a system linking the world's highest wages with production costs that are kept low by the intensive use of labour-saving machinery, short working hours, giving the workers leisure in which to spend their large earnings, thus keeping money freely circulating, and raising living standards.

The committee in its present form was originated by Mr. Hoover when he was Secretary of Commerce, and it has laboured for thirteen months. Summarised, its conclusions are that persons permitted to earn largely will spend largely, thus inevitably creating prosperity if given the leisure and the assurance of a continuous money supply. American business leaders first firmly grasped this seven years ago. Their understanding has been growing ever since, and they are "consciously propounding principles of high wages and low costs as the policy of enlightened industrial practice."

The report declares that the possibilities of this practice even yet remain unplumbed, the nation "having only touched the fringe of potentialities." A startling reversal of the old economic theory of the desirability of national frugality is revealed in the statement. "The conclusion is that one who satisfied creates another in endless procession." The increasing number of motor-cars, radio sets, and students is dwelt on with satisfaction.

One slightly pessimistic note is the recent diversion of savings from investment to speculation but this is held to be temporary and self-corrective, although the committee is obviously sympathetic to the thought of limiting the speculative use of credit. An especially significant paragraph states: "Leisure is consumable, but cannot be consumed without consuming goods and services, and leisure resulting from increased man-hour productivity helps to broaden markets, simultaneously increasing interest in the fine arts, science, books, magazines, newspapers, foreign travel, and sport." Mass production, stimulated by the growing use of electricity, is ranked as of growing importance.

It is interesting to note that this committee is the outgrowth of President Harding's Unemployment Conference of 1921. It was created to study poverty; it ends by proclaiming and explaining Prosperity.

REMEDY FOUND BY ACCIDENT.

CURE FOR GRUB THAT DEFIED EXPERTS.

By a happy accident, a Bournemouth Corporation employee, P. Verner, recently discovered a method of destroying the "leather jacket," the grub of the daddy long-legs, or crane fly, which causes enormous destruction to lawns and bowling greens.

The grub has defied the efforts of horticulturists and entomologists, who have searched for a means of its destruction.

Verner was employed by the Parks Department of Bournemouth Corporation in tending the bowling green on the cliff at Westbourne.

One day he was called from his work while watering the green, and placed the hose, with the water still running, on one of the small rubber mats used by bowlers.

When he returned and lifted the mat on the swamped patch of green he found thousands of "leather jackets," which he swept up.

He reported his discovery to the parks superintendent, who recently had great trouble with "leather jackets" on the local bowling greens.

Green Saved.

Verner's discovery was tried on a large scale, with the use of big rubber ground sheets.

When the ground was soaked under these for about three hours, millions of destructive grubs were swept up, and the green, which cost about £500 to relawn with Cumberland turf, has been saved.

For twelve days about 25 lbs. of these tiny grubs, which destroy the grass roots, have been thus collected daily.

The First Question The Doctor Asks.

Constipation is the cause of much ill-health. That is the reason why it is the subject of the doctor's first enquiry, for he knows constipation must be corrected before any real progress can be made toward recovery.

Therefore avoid constipation if you want to keep well. To do so all that is needed is an occasional dose of Pinkettes, the dainty little laxatives and liver regulators. They gently cleanse the system, banish bilious attacks and sick headaches, in a single night.

Of chemists, or post free, 60 cents per vial, from the Dr. Williams' Medicine Co., 60, Kiangso Road, Shanghai.

ACTRESS'S DEATH.

MISS HILDA MOORE'S FATE IN NEW YORK.

New York, May 19. Miss Hilda Moore (Mrs. Austin Fairman), the prominent London actress, died this morning in hospital here after six days' illness. Death was due to streptococcus infection in the throat, which had spread through the body.

Miss Moore became infected while caring for her four-year-old son Austin Fairman, who is dangerously ill in the same hospital.

A cable has been sent to Sir Gerald du Maurier (with whom Miss Moore had played the lead in "Interference") asking him to inform Mrs. Fairman's parents.

Miss Moore had been rehearsing here for the new Broadway production, "Your Uncle Dudley."

While in the United States she has appeared in two plays. Last winter she appeared in the Chicago production of "Interference." In 1920 and 1921 she had toured the country in Sir J. Barrie's "Dear Brutus."

In "Interference" Miss Hilda Moore, as a "vamp," had to lie on a sofa on the stage for nearly half an hour, acting death. It was said that no member of the audience, even with binoculars, could see any movement, even of her breathing.

Miss Hilda Moore married Mr. Austin Fairman, the actor, early in 1924.

THE NEW FRENCH REMEDY: THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

No. 1 for Blood & Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses. Sold by BARNARD'S, 100, N. 10th St., PHILADELPHIA, PA. U.S.A. Sole Importers for Hong Kong & Shanghai, Messrs. DODWELL & CO., Ltd., 100, Queen's Buildings, Hong Kong.

NOW ON!



SINCERE'S SEMI-ANNUAL SALE

BARGAINS In All Departments

Earlier Visit--Better Selection.

THE NAVY'S CHOICE

Gates ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

COOK'S AND WAGONS-LITS WORLD TRAVEL SERVICE

TRAVEL BANKING INSURANCE FREIGHT

PEDDER BUILDING, PEDDER STREET, HONGKONG.
(Telegraphic Add: "Coupon"—Telephones C.524 & 525).

TRAVELLERS VIA SUEZ

Should not miss the opportunity of a tour through EGYPT

Special arrangements may be made for those who wish to continue to Europe by the same steamer by which they travel from the East.

During the two or three days available, travellers may disembark at Suez, take motor car or train to Cairo. Sufficient time is available to see

CAIRO, THE PYRAMIDS AND SPHINX

Before re-joining the steamer at Port Said or Alexandria. For inclusive Rates apply to—

THOS. COOK & SON, LTD.
INCORPORATED IN GREAT BRITAIN
(GENERAL FOREIGN PASSENGER AGENTS, PENNSYLVANIA RAILROAD.)

There are **THREE REASONS WHY** we have been entrusted with the installation of

CENTRAL HEATING HOT WATER & SANITARY SYSTEMS

at the following Institutions, etc:—

SCHOOLS

St. Stephen's College
Diocesan Boys' School
St. Stephen's Hostel
St. Stephen's Staff Quarters

CLUBS

Hongkong Club
Hongkong Cricket Club
Hongkong Jockey Club
U.S. Recreation Club
Royal H.K. Golf Club

HOSPITALS

Victoria Hospital
Matilda Hospital
Alice Memorial Hospital
New Tung Wah Hospital
Nursing Home, Canton

OTHER BUILDINGS

Repulse Bay Hotel
Mountain Lodge
Pallansee House, Canton
Stubbs' Road Garage
Police Station, Sham Shui Po

Oriental Hotel, Canton
Aigburth Hall
South China Morning Post Building
Sisters' Quarters Matilda Hospital
Branksome Towers

FIRSTLY.

All systems are designed by experts thoroughly acquainted with local conditions and requirements.

SECONDLY.

All work executed by our own staff, thereby eliminating scamped work caused by sub-letting.

THIRDLY.

We do not interest ourselves in so called "cheap" jobs. All systems being designed to reduce maintenance charges to an absolute minimum.

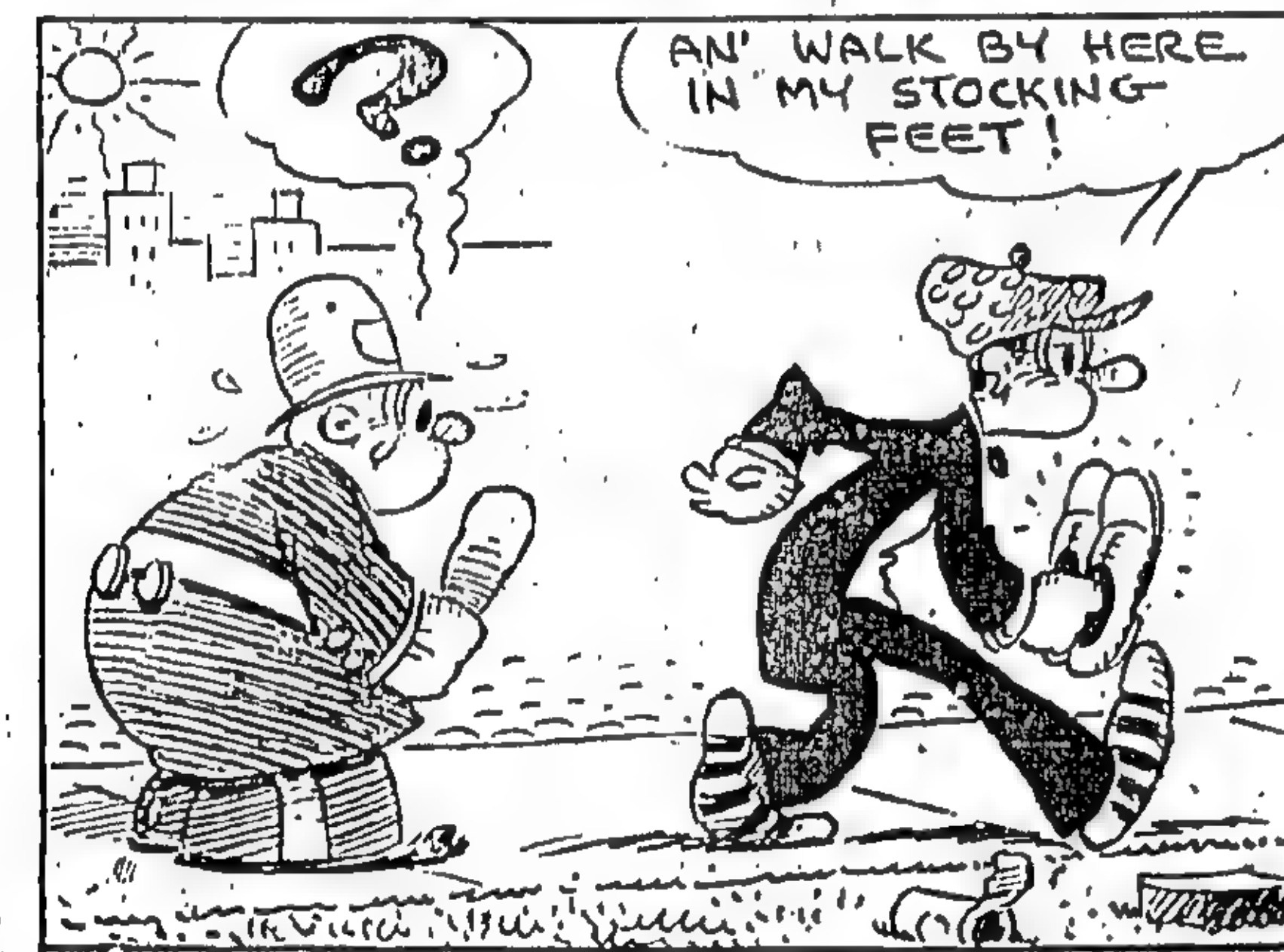
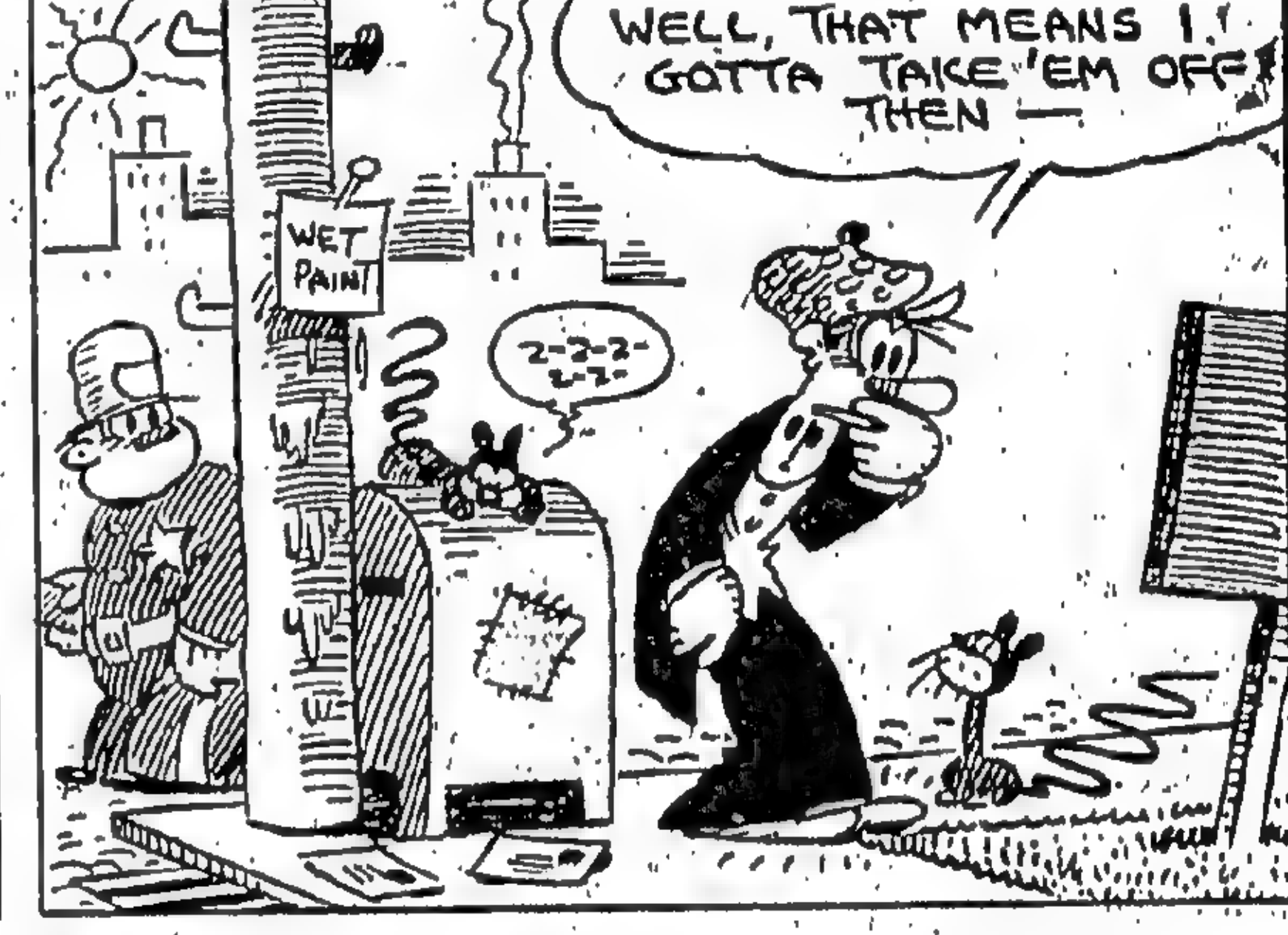
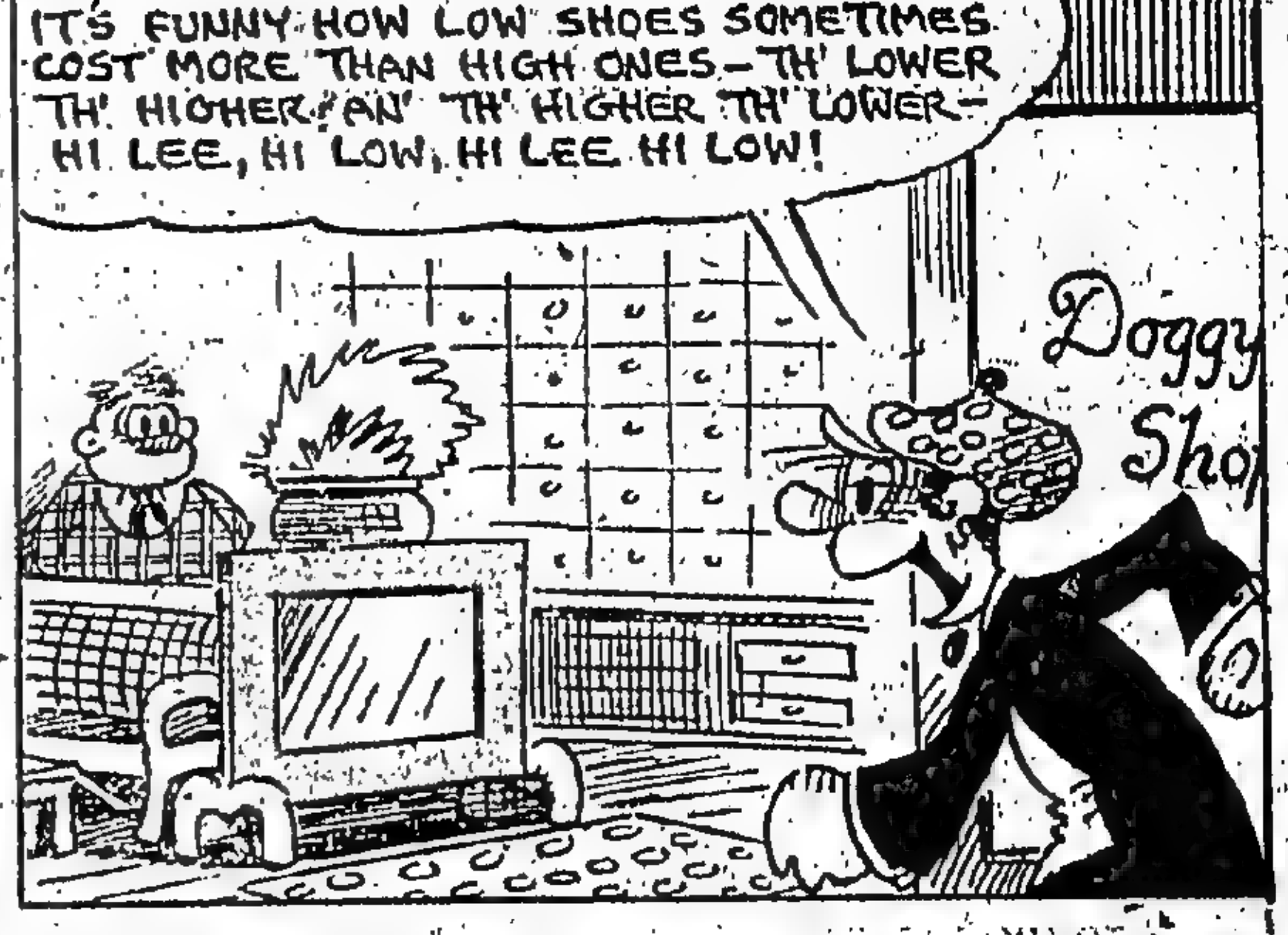
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By Small



Dollar Values at Whiteaways.

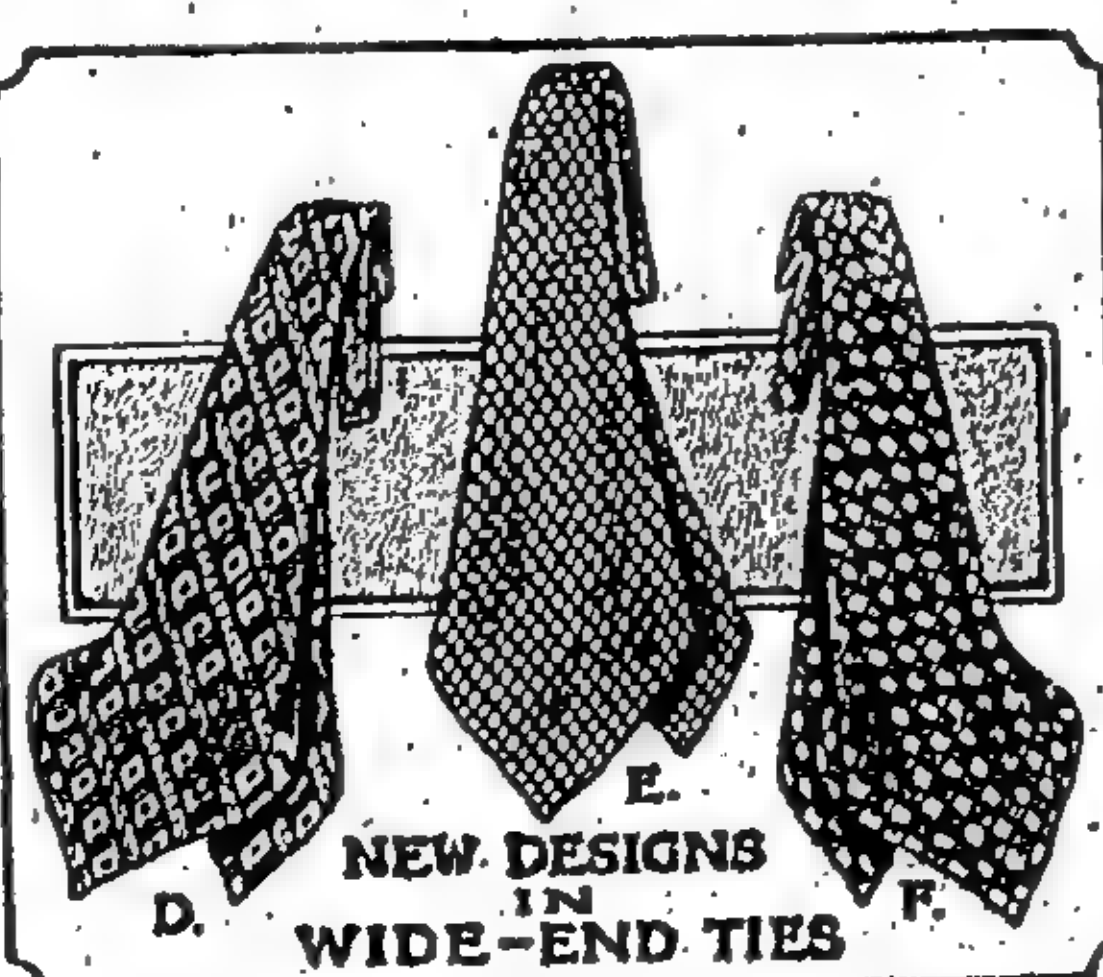
Special Display Week June 24th. to June 29th.



1,000 pairs
Men's Art Silk
and
Cotton Socks.
Assorted designs. All Size.
Special
Value \$1.00 pair.

COLLARS.

3 good shapes in a reliable
Semi-Stiff Collar.
Irish Make.
Special
Value 3 for \$1.00



600
Men's Handkerchief Ties.
New Designs and Colourings.
\$1.00 each.

200
Men's Batwing
Bow Ties.
Fancy designs.
\$1.00 each.

5,000
Men's White
Irish Lawn
Handkerchiefs.
Full size.
Homstitched border.
Special Value.
\$1.00 for 5



WHITEAWAY, LAIDLAW & CO., LTD. "THE STORE FOR VALUE" HONGKONG.

CONSIGNEES' NOTICES.

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

The Steamship,

"ANDRE LEBON"

Arrived Hongkong on Tuesday (the

18th June, 1929, from

MARSEILLES, &c.

Consignees of Cargo by the above

named steamer are hereby informed

that their goods with the exception

of Opium, Treasure and Valuables

are being landed and placed at their

risk in the Godowns of the Hongkong

Kowloon Wharf and Godown Co., Ltd.,

Kowloon, whence delivery can be

obtained as the goods are landed.

Goods not cleared within 7 days

including date of arrival, will be

subject to rent.

All claims must be sent to the

undersigned before the Thursday, the

27th June, 1929, or they will not be

recognized.

Damaged packages must be left in

the Godowns for examination by the

consignees, and the Company's Sur-

veyor Messrs. Godard & Douglas at

10.00 a.m. on Monday, the 24th June,

1929.

No claims will be admitted after

the goods have left the Godowns.

No fire insurance will be effected

by us in any case whatever.

L. LESDOS,

Agent.

Hongkong, 4th June, 1929.

THE BEN LINE STEAMERS,

LIMITED.

From MIDDLESBRO', ANTWERP,

LONDON AND STRAITS.

The Steamship,

"BENARTY"

Consignees of Cargo are hereby in-

formed that all Goods are being land-

ed at their risk into the Godowns

and/or extra hazardous Godowns of

The Hongkong and Kowloon Wharf

and Godown Co., Ltd., whence and/or

from the wharves delivery may be

obtained.

No claims will be admitted after

the Goods have left the Godowns, and

all Goods remaining undelivered after

the 26th inst., will be subject to rent.

All claims against the steamer must

be presented to the Undersigned on or

before the 10th July, 1929, or they

will not be recognized.

All broken, chafed, and damaged

Goods are to be left in the Godowns

where they will be examined on the

25th inst., at 10 a.m., by Messrs.

Godard and Douglas.

No fire insurance has been effected.

Bills of Lading will be countersigned

by,

GIBB, LIVINGSTON & CO., LTD.,

Agents.

Hongkong, 10th June, 1929.

BOMBAY TROUBLE.

Bombay, June 21.

Drastic measures to deal with the

protracted mill strike are

announced.

The Governor, Sir Frederick

Sykes, presiding at a joint

conference of representatives of

public bodies in this connexion,

said the Government had decided

to appoint a court of inquiry and

ask the Viceroy for an ordinance

making intimidation a cognizable

offence; also to submit a bill

to the local Legislative Council

dealing with the question of

picketing.

The Government also proposed

to extend, as long as necessary,

the order of the Chief Magistrate

prohibiting unlawful assembly,

which was recently promulgated

in connexion with communal dis-

CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD.

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Company's Vessel

"DELLEROPHON"

From UNITED KINGDOM via

SINGAPORE.

are hereby notified that their cargo

will be discharged into Hells Wharf

Kowloon, where it will be at the

Consignee's risk and subject to terms

and conditions of storage at Hells

Wharf. The Cargo will be ready for

delivery from Godown on and after

21st June.

Optional cargo will not be landed

here, unless notice has been given

prior to steamer's arrival, but carried

on from port to port to the final port

of call to which the option extends.

All broken, chafed, and damaged

goods are to be left in the Godowns

where they will be examined on any

Tuesdays and Fridays between the

hours of 10.45 a.m. and noon within

the free storage period.

No claims will be admitted after

the Goods have left the steamer's

Godown, and all Goods remaining un-

delivered after the 27th June, will be

subject to rent.

All Claims against the Steamer

must be presented to the undersigned

on or before the 11th July, or they

will not be recognized.

No fire insurance will be effected.

DUTTERFIELD & SWIRE,

Agents.

Hongkong, 21st June, 1929.

ASSAM FLOODS.

FLOODING CORPSES AND

FURNITURE.

Chittagong, June 21.

Messages from the flood area at

Assam show the terrible plight of

the inhabitants who are on famine

rations. The food situation is

still critical. Official and non-

official volunteers are working day

and night to relieve the situation.

A report from Comilla, Bengal,

states that a vast area from

Subarnapur westwards is like an

inland sea. Crops are invisible and

the people have deserted their

homes and taken refuge in the

highlands.

From Chittagong a report has

been received that the havoc of the

floods has not yet abated. Harrow-

ing tales of distress are arriving

hourly. It is reported that a

village on the bank of the Jalu

river at Sattania and the river-

side bazar at Chittagong and hill

tracts have been washed away and

shopkeepers are taking refuge in the

trees. Many corpses and much

furniture are floating down the

stream.—Reuter.

ANOTHER MERGER.

THIRD ARRANGED IN A

WEEK BY MORGAN'S.

New York, June 20.

Messrs. J. P. Morgan and Co.

have announced the creation of a

new \$300,000,000 Food Company in

which the Fleischmann Company,

Royal Baking Powder Company, E.

W. Gillett Company of Canada, will

be merged. Other companies will

probably be embraced later.

This is the third merger of the

kind arranged this week by

"Morgan's."

The new corporation will have a

capitalization of \$300,000,000. There

will be no par value common stock

seven dollar dividend preferred

stock.—Reuter's American Service.

MILITARY STORES.

INVESTIGATION INTO RECENT

THEFTS.

Li Hung, manager of the Yat

King Lau Restaurant, 13, Des

Voeux Road West, was charged, on

remand, before Mr. E. W. Hamil-

ton at the Central Magistracy,

yesterday afternoon, with being a

receiver of stolen goods.

The case resulted from in-

vestigation made on a report that

847 lbs. of tea and 129 cases of

bully beef were stolen from the

Military Supplies Reserve Depot

at Queen's Road East.

The police made the seizure of

125 lbs. of tea and 120 tins of bully

beef in the Yat King Lau Restau-

rant. It was alleged in the

case of the beef that certain marks

found on the tins had made them

indistinguishable from the stolen

goods.

An expert witness on tea stated

yesterday that the two samples of

tea submitted to him were of en-

tirely different brands. He per-

ceived, however, a small percent-

age of the tea taken from the

military stores present in the

sample taken from the shop.

Examined by his solicitor, Mr.

Leo d'Almeida, Snr., the defendant

declared that it was a bona fide

purchase he had made from a

European who visited his restau-

rant on three occasions.

Mentioning that a man was at

present under military detention

in connexion with the thefts, Cap-

tain Williams, R.A.S.C., asked wit-

ness if he could identify the

European in question.

Witness said he took but cur-

sory notice of the man, and was

not sure he could recognize him.

At the end of the case, His Wor-

ship said that the prosecution had

not discharged in his satisfaction

the onus thrown upon them of

proving guilty knowledge, and

until further evidence was forth-

coming, he was not prepared to

convict the defendant.

The defendant was discharged.

His Worship intimated that the

prosecution had the option of

applying for a re-hearing of the

case on further evidence within

seven days. He would make no

order with regard to the disposi-

tion of the goods seized in the

case.

LABOUR QUESTIONS.

EXTRALITY JURISDICTION

RAISED BY CHINA.

Geneva, June 21.

The International Labour Con-

ference has adopted the Chinese

Government delegate's resolution

requesting the Council of the In-

ternational Labour Office to take

measures so that subjects of coun-

tries at present enjoying extra-

territorial rights in other coun-

tries should come under the

jurisdiction of the labour laws of

the country in which they are re-

siding.

The Conference by 92 to 15

voted adopted a questionnaire on

hours of work to be addressed to

the Governments concerned; and

also agreed to conventions for the

prevention of industrial accidents

and protection of workmen load-

ing and unloading ships.—Reuter.

PUBLIC HEALTH.

ADVICE FROM MEDICAL

OFFICER OF SCHOOLS.

The Education Department have

issued a circular to all heads of

schools regarding the conservation

of water. The order which is

self-explanatory, is as follows:

Owing to the water shortage,

flush closets should be used to the

best advantage.

For those schools whose flushing

water is dependent on the public

supply, it is advised that a

proportion, not less than two of

every five closets in present use,

should be closed, in order that those

left in use may be more thoroughly

cleaned. This applies also to

tough closets, the upper divisions

or cubicles (nearest the flushing

cistern) being closed.

Individual flush closets should,

before closure, be treated by gently

pouring two or three cupsful of a

mixture of paraffin, disinfectant,

and water, (1) into the pan, to

form an oily film on the surface.

Mosquito and fly nuisance will thus

be prevented. Lids should be

closed down, and entrance doors

barred.

Special care should be taken

everywhere on school premises that

no collections of rubbish be left un-

covered to allow of fly breeding.

All sweeping should be done by

brooms damped in a weak solution

of disinfectant.

Sd. E. M. Minett,

Medical Officer for Schools,

(1) 2 cupsful of paraffin, 1 cup-

ful of Cresol, Sanitex, Sanitas

Okol, or other disinfectant, well

mixed in a small pailful of soapy

water.—E. M. M.

Typhoid Inoculation.

In regard to a rumour which has

been recently circulated that the

Education Department has ordered

or advocated inoculation for

typhoid, it is officially announced

that no such action has been taken.

There has only been one school in

Kowloon with a case of typhoid of-

ficially reported and that is St.

Joseph's.

Some schools are, however, tak-

ing steps on their own initiative.

OBITUARY.

DEATH OF MR. R. F. LAMBERT

IN BORNEO.

There are still a number of

Hongkong residents who will

remember Mr. R. F. Lambert,

THE HONGKONG

PENINSULA HOTEL:
HONGKONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL

SHANGHAI

ASTOR HOUSE: PALACE HOTEL:
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Moderate Terms; families specially catered for.

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Proprietress.

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dancing every
Tuesday, Thursday
and Saturday.

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(Incorporated in the Straits Settlements.)

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MITSUI BUSSAN KAISHA, LTD.

HONG
KONG

Printed and Published for the Proprietors by FREDERICK PERCY
FRANKLIN, at 1 and 8, Wyndham Street, in the City of Victoria
Hongkong.

CHIANG STILL IN NANKING.

MAY SHORTLY CONFER WITH
MARSHAL YEN.

A SZECHUAN DEMAND.

Shanghai, June 21.
Marshal Chiang Kai-shek has
decided to postpone his trip at the
last minute and until late in the
afternoon yesterday he was still
in Nanking. It is said that he
may have to proceed first to Tai-
yuanfu, in Shanxi; to confer with
Marshal Yen Hsi-shan and some
of the "turncoat" subordinates of
the Kuomintang Commander.

It is the intention of Marshal
Chiang to appoint Marshal Yen
as Rehabilitation Commissioner of
North-Western China (Shensi,
Kansu and Honan) after the
retirement of Feng Yu-hsiang.

A telegram has been sent to
Yen by Chiang requesting him not
to follow Feng to Europe, but to
continue his services to the Party
and the National Government by
directing the demobilisation of the
Kuomintang forces.

A Szechuan Demand.

General Liu Hsiang, who has
been appointed by Chiang Kai-shek
as commander of the Nanking
troops to attack Honan from the
western front, has sent his dele-
gates to interview General Ho
Ying-chin (chief lieutenant of
Chiang Kai-shek) at Hankow,
demanding that the Government
supply him with 50,000 rounds of
ammunition for his troops in the
punitive expedition.

Feng's Movements.

Peking, June 21.
General Ho Cheng-chun's office
today admits that yesterday's of-
ficial statement with regard to
Feng Yu-hsiang's arrival at Yun-
cheng is incorrect. Feng Yu-
hsiang has not arrived although
the authorities here express the
hope that he will cross the river to
Shansi very shortly. However,
well-informed circles here do not
believe that Feng has any inten-
tion of crossing.—Reuter.

Movement Against Feng.

Hankow, June 21.
It is learned that should an at-
tack against Feng be necessary,
the National armies will converge
on Tungkuang, from four routes,
thus, Yen Hsi-shan will command
the northern route, Ho Ying-ching
the southern, Tang Song-chi the
eastern and Liu Hsiang the
western, while Chiang Kai-shek
will direct the movements of all
four.

It is significant that Han Fu-
chu's and Shih Yu-shan's troops
are all being removed from the
front and being sent to points
remote from the probable scene
of hostilities.

News of Feng's positions is
difficult to obtain, but it is
learned his front line is at Kwan-
yintang, while there is a large
concentration at Shanchow.

Liu Hsiang's representative has
arrived here with a report from
Ho Ying-ching as to conditions on
the western front and a request
for extra supplies of munitions
for carrying out the anti-rebel
expedition.—Reuter.

WAGES REDUCTION IN LANCASHIRE.

EMPLOYERS DECIDE ON 12½
PER CENT. CUT.

London, June 21.
It is feared that a serious indus-
trial dispute will shortly develop
in Lancashire. In accordance
with the decision reached earlier
this month, the employers in the
spinning mills have given their
operatives a month's notice of the
proposed wages reduction of
twelve and a half per cent.

The weaving employers are
expected to follow suit.
There is reason to suppose that
the operatives will decline to
accept the reductions.—Reuter.

FOUR CHINESE POISONED.

THROUGH EATING BAD
FOOD.

The police to-day report a case
in which a number of Chinese were
poisoned through eating bad food.
After a meal which they shared
yesterday afternoon, three Chinese
men and a woman were removed
from their home at 634, Shanghai
Street in a critical condition, to the
Kwong Wah Hospital. It was found
that they were suffering from the
effects of some form of poison-
ing present in the food which they
ate.

To represent the Krupp concern
in India, a Krupp-India Trade Co.
has been established at Essen.

THE QUEEN'S CLUB TOURNEY.

AMERICANS AGAIN FIGURE
PROMINENTLY.

BRITISH LADY'S FEAT.

London, June 21.
In the London tennis champion-
ships at Queen's Club to-day, it
was decided that the final of the
Men's Singles should be all-Ameri-
can, the final of the Women's
Singles, Anglo-American, while
one American team at least will
appear in the final of the Men's
Doubles.

In the first semi-final of the
Singles to-day, F. T. Hunter
(America) defeated Ohta (Japan)
by 6-3, 6-4, and in the second W.
T. Tilden (America) beat J. Olliff
(Great Britain) by 6-2, 6-2.

In the semi-final of the Women's
Singles, Miss E. Goldsack, who is
a former holder of the British
hardcourt championship, upset
general calculations by defeating
the German lady champion,
Frauclon Aussem by 6-2, 6-1.

Miss Ryan, the veteran Ameri-
can player, defeated Miss Joan

VAIN REGRETS.

If you waste supplies now,
you will reproach yourself
should a real water famine
come.

Ridley, the holder of the title, by
6-2, 6-2.

Miss Goldsack and Miss Ryan
will meet in the final to-morrow.
Only one of the semi-finals of
the Men's Doubles was played, and
in this the youthful American pair,
J. Van Ryn and Wilmer Allison de-
feated H. K. Lester and H. David
(Britain) easily, conceding only the
game in the two sets, 6-1, 6-0.—
Reuter.

LABOUR CABINET IN SESSION.

DRAFT OF KING'S SPEECH
CONSIDERED.

London, June 21.
The Cabinet had a prolonged
meeting to-day, sitting for three
hours in the morning and reassem-
bling this afternoon.

It is understood that much of the
time was occupied in considering
the preliminary draft of the King's
Speech for the opening of Parlia-
ment on July 2nd.

The Speech will indicate the Gov-
ernment policy on current questions,
and legislation projected in the
forthcoming session, but its final
draft is not expected to be com-
pleted before the end of next week.
—British Wireless.

EUROPEAN ZONE OF DAVIS CUP.

GERMANY TO MEET BRITAIN
IN FINAL.

London, June 21.
It was decided at Prague to-day
that Germany would meet Great
Britain in the final of the Euro-
pean Zone of the Davis Cup Com-
petition.

The second semi-final was there-
fore fought out between Germany and
Czechoslovakia, Germany win-
ning.—Reuter.

INDIAN GOVERNMENT LOANS.

25 CRORES OF RUPEES IN
ONE DAY.

Bombay, June 21.
Subscriptions for the new
Government of India Rupee Loan,
the lists for which were opened
yesterday, amounted at the end of
the day to Rs. 251,700,000 or over
25 crores.

The total of the two loans to be
issued by the Indian Government
totals only 27 crores.—Reuter.

SPANISH ATLANTIC FLIGHT.

"NUMANCIA" GOING VIA THE
AZORES.

Madrid, June 21.
Major Franco, Captain Gallarza
and Captain Ruizalder, all of whom
are already well-known for long-
distance and daring flights, started
for New York to-day on board the
flying-boat "Numancia."

The Spanish airmen are flying
via the Azores.—Reuter.

SHANGHAI GAMING DEN. RAIDED.

151C, BUBBLING WELL ROAD
SEALED BY POLICE.

MEXICANS ARRESTED.

Shanghai, June 22.
The latest development in the
campaign by the Shanghai police
against the roulette dens, and
gambling generally, occurred last
night when a raid was carried
out on No. 151C, Bubbling Well
Road, the scene of the sensational
affair recently when barbed-wire
baricades were erected and the
names of habitués of the place
taken.

The raid was carried out on a
warrant issued by the Mexican
Consul at the special request of
the police. The posse engaged in
the raid rang the door-bell, but
getting no response forced an
entrance and found the place quite
empty.

They waited in the premises
and the occupant, Senor Figuerroa
del Valle, a Mexican citizen
whose name appears on the brass
doorplate, was arrested directly
he arrived.

He was taken to the Central
Police Station and detained, bail
being refused. He is to be
charged with conducting a gam-
ing-house.

No seizures were made at 151C,
Bubbling Well Road, but the
premises have been sealed by the
police.

The action follows the arrest on
a warrant, also issued by the
Mexican Consul, of Senor Carlos
Garcia, who is charged with being
the proprietor and manager of a
gambling place at 151C, Bubbling
Well Road.

Garcia was arrested at the Ascot
Apartments, and subsequently re-
leased on bail of \$5,000 cash.

It is announced officially that
the Police Prosecutor is contend-
ing that the Mexican Consular
Court does not possess jurisdiction
over the cases, alleging that the
Sino-Mexican Treaty expired in
1925. He intends to endeavour to
transfer the cases to the Pro-
visional Court which is under
Chinese jurisdiction.—Our Own
Correspondent.

LANCASHIRE LOSE A SECOND TIME.

(Continued from Page 1.)

one of his finest and most timely
exhibitions, hitting 125 in fine
style.

ESSEX WIN AGAIN.

O'Connor Again in Form.

The sudden accession to form
of O'Connor has given Essex a
new lease of life, and Warwick-
shire proved easy victims.
Essex won by 156 runs
after declaring with 5 wickets
down in their second innings.

Essex made the excellent score
of 401 (O'Connor 123; Wyatt, 5
for 56) in their first innings, to
which Warwick replied with 207.
Essex made 218 for 5 wickets on
batting a second time, and de-
clared leaving Warwick to get 418 to
win. Faced by this almost im-
possible task, Warwick made 256.

YORKSHIRE DRAW.

Two Centuries Made at Hull.

The second match between York-
shire and the South Africans was
drawn, play having ruled very
evenly.

South Africa made 265 in their
first knock, Yorkshire making 235
in reply. Barber scored 103.
Going in a second time, South
Africa made 260 runs for 4 wickets
(D. P. B. Morkel 109) and declared.
Yorkshire had made 86 for 2 w-
ickets when stumps were drawn.

FINE CRICKET AT THE OVAL.

Drawn Game Between Surrey
and Cambridge.

Some fine cricket resulted from
the match between Surrey and
Cambridge University at the Oval,
over eleven hundred runs being
scored for the loss of 31 wickets.
Two individual centuries were
made.

At the close of play, Cambridge
needed 157 runs to win with six
wickets in hand.

Surrey went in first and com-
pleted 251, to which the Light
Blues replied with 241. E. T.
Killick made his fifth century of
the season, scoring 103 before suc-
cumbing.

Surrey gave a much better bat-
ting display in their second in-
nings, Duckett resisting all the Cam-
bridge efforts to dislodge him,
making 103 (not out). Fender de-
clared when the score stood at 273
for 7 wickets, leaving Cambridge
to get 293 to win. Cambridge
made 136 for 4 wickets.—Reuter.

Mme. Lilli Lehmann, the once
famous opera singer, has died in
Berlin, aged 81.

GLORIOUS WALTZ ROMANCE!

A delightful story of love and laughter in
Gay Vienna before the war, based on the
famous operetta!

A FILM AS
JOYOUS AS
THE PLAY!

SPECIAL
ORCHESTRAL
EFFECTS!



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A CONTINENTAL PRODUCTION—PRODUCED
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At 2.30, 5.10, 7.15 & 9.20

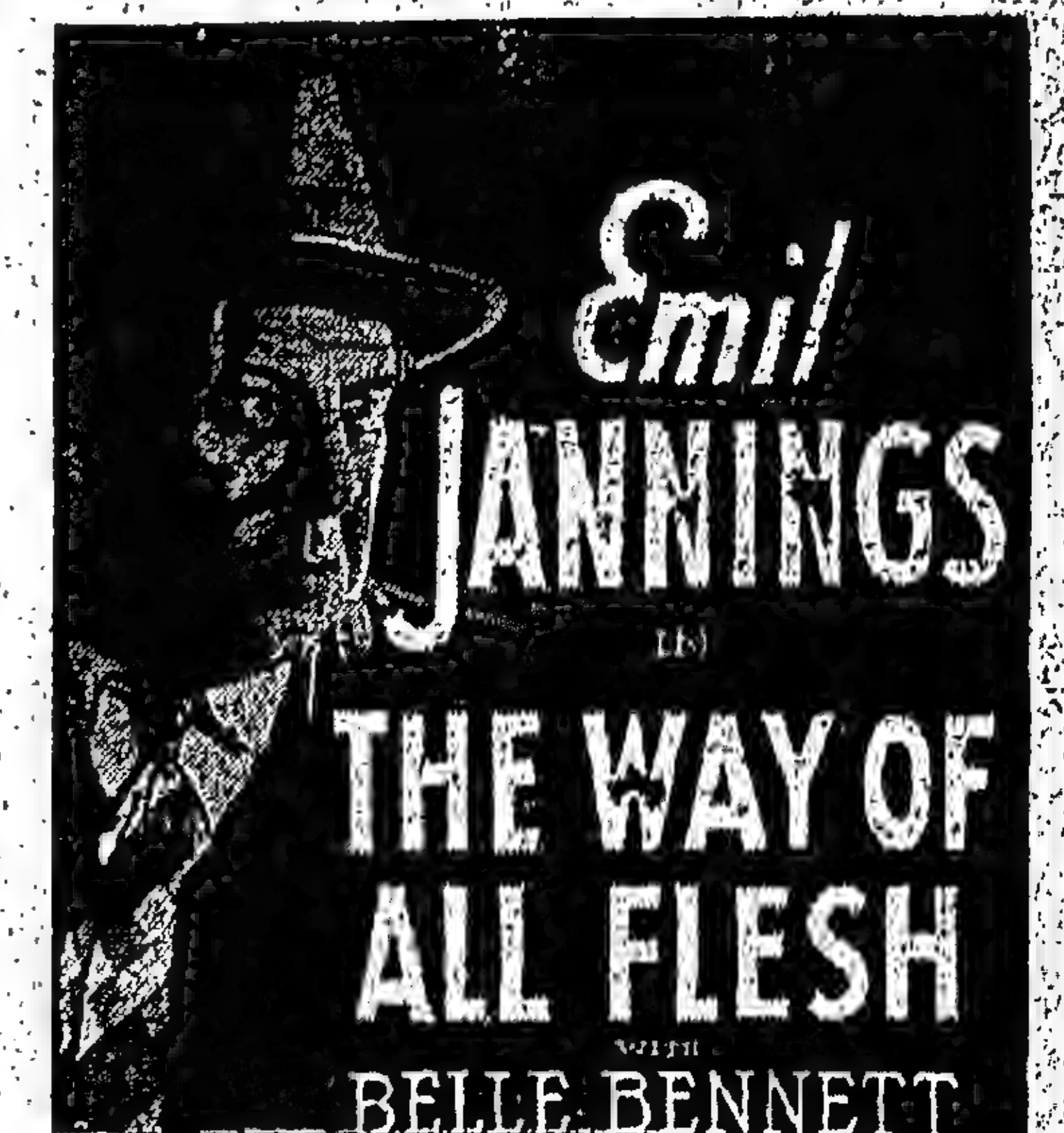
THE FAMOUS FRENCH WAR FILM

THE BATTLES OF VERDUN

Not a studio-made film, but
actual photographs taken
at great personal risk by a
French cameraman during
the historic engagements!

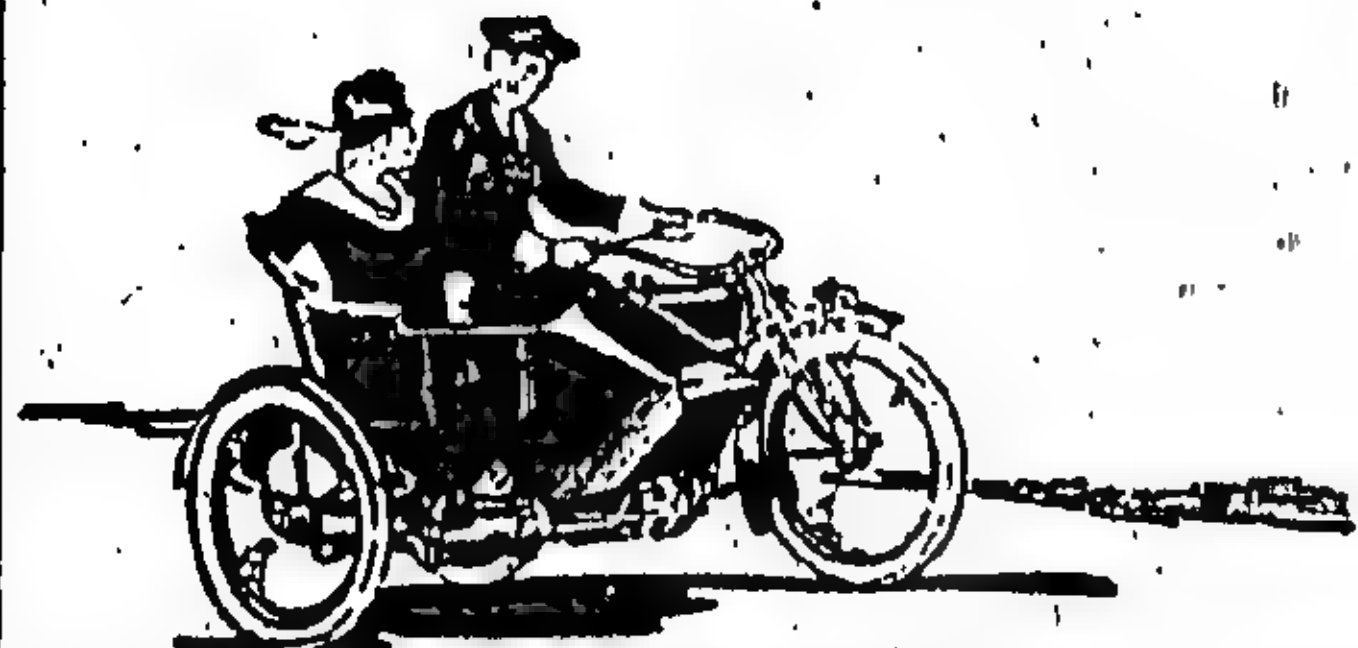
AT THE
WORLD TO-DAY TO TUESDAY
At 2.30, 5.15, 7.15 & 9.20

A MOVING PICTURE THAT MOVES!

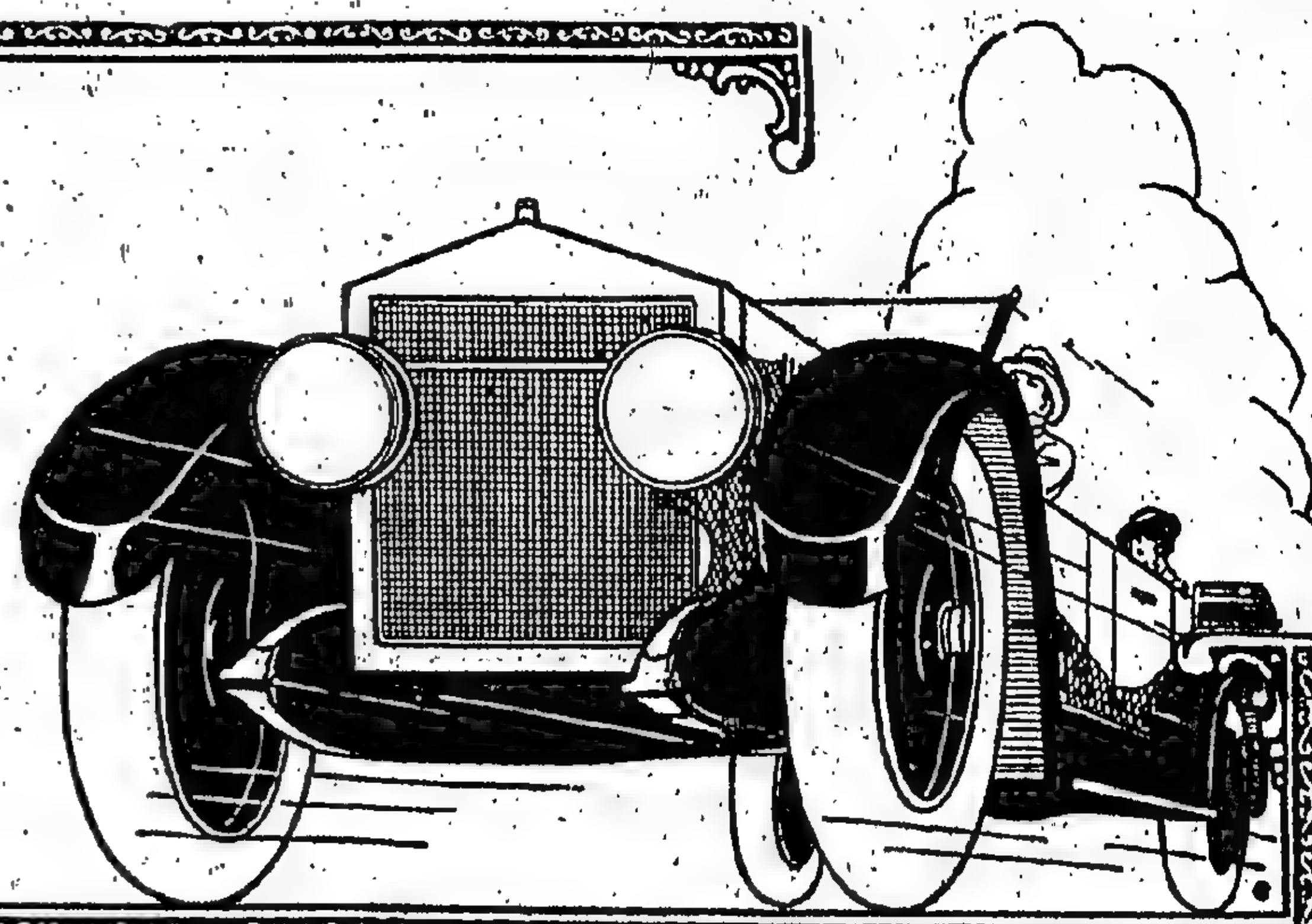


AT THE
STAR FINAL SHOWINGS TO-DAY
At 2.30, 5.30, & 9.30

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NO MATTER WHAT
YOU NEED FOR YOUR
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Sole Agents.



CURRENT COMMENT

Traffic Cases.

With the ever increasing number of motor vehicles in the Colony, it naturally follows that the cases dealing with infringement of traffic regulations increase as the months pass by. On the whole, the standard of driving in Hongkong is quite good, although there must be a few drivers who fail to understand the meaning of road responsibility. During the hearing of a traffic case last week, the magistrate intimated that he should consider recommending the C.S.P. to cancel licences of drivers convicted of reckless driving. While we thoroughly agree with this suggestion, we feel that such action should only be taken when ample evidence is forthcoming that the driving was, beyond all shadow of doubt, dangerous to the public.

Witnesses Needed.

In all such cases it should be possible to secure the testimony of witnesses. The mere police evidence may not be strong enough to warrant such drastic punishment, whereas if other road users who witness glaring examples of recklessness are required to give their version, there is an assurance that the punishment is thoroughly deserved. This matter of independent corroboration is absolutely vital.

Water Shortage.

The present water shortage affects all our owners inasmuch as car washing is necessary in order to keep vehicles in good condition. By the exercise of due care, however, very little water need be used, although it is absolutely imperative that chauffeurs and cleaners be instructed not to waste water. The large garages are the places where waste may be expected, and it is hoped that adequate supervision is exercised in this matter. We are happy to pay tribute to the action of the Dragon Motor Car Company, Ltd., who own one of the largest establishments in the Colony. The Company has ceased using the usual supply, and now draws all the water needed from a well on its own property.

Seeing is Believing.

We have frequently drawn attention in these notes to the unsatisfactory method of parking cars from Statue Pier to Des Voeux Road, but apparently, useful suggestions are not always welcomed. It must be perfectly obvious that the best use is not made of this important and convenient locality. As mere words

LIPSTICKS OR CONCRETE?

Answering complaints from motorists in the U.S.A. that they are taxed too heavily, statisticians have unravelled these facts:

The annual roads bill of the U.S.A. is \$80,000,000, while the amount spent by women in cosmetics, beauty shops, and permanent waves, is \$365,000,000.

"So," say the statisticians, "too little money is spent on roads in comparison with the money available. Roads are more important than the colour of your wife's lipstick and all the money spent on synthetic blooms would create a greater national asset if invested in concrete."

AUTO TAKES TOLL.

Traffic accidents in California last year accounted for the death of 1876 persons and the injury of 29,000. Thirty state-wide organizations are seeking a safety programme to curb these costly accidents.

do not appear to convey the benefit of the scheme proposed, we are publishing photographs which leave no possible room for doubt. One thing is certain, and that is that sooner or later the more practical scheme must be adopted. The only comment is—why not now?

Americans in Europe.

It is estimated that more than \$50,000,000 will be spent in European countries this year by at least 7,000 American automobile tourists who will take their cars abroad to travel. The Foreign Travel division of the American Automobile Association further states that those who take their cars abroad will comprise but a small portion of the American tourists who will tour Europe in automobiles. To meet this influx of guests and afford them every convenience, overseas customs authorities are making every attempt to simplify customs and regulations. Steamship companies have made special arrangements for the accommodation of automobile tourists. Several new ships will be placed in operation this year, which have been designed to carry a maximum number of automobiles.

A Disappointment.

After the widespread expressions of gratification, following the announcement that the Hongkong Hotel Buses would operate a special service direct to the Repulse Bay Beach, it will have come as a great disappointment that the scheme has been abandoned. We do not know on what grounds the cancellation has been made, but the fact remains that a large number of people are in the habit of journeying to Repulse Bay solely for the bathing, and the facility of being taken direct to the beach was greatly appreciated. It is to be regretted that such an excellent scheme should have come to an end so quickly.

ART AND THE PUMP.

[It is proposed to reform the crude appearance of our petrol filling stations.]

The beauty of the countryside. May please Victorian duffers. But these, it cannot be denied, are out-of-date old buffers. They do not know what beauty means; They love insipid rural scenes, And so, if they Obtain their way, True art distinctly suffers.

Now when our modern artists see A petrol filling station, It simply brims their hearts with glee, Their spirits with elation. The louder that its hues may scream The more they praise the colour scheme. They cry "We've got A beauty spot Of value to the nation!"

Yes, Nature is a hopeless dud; Our brainy ones have said it. We know the truth—her name is mud— And it is ours to spread it. Meanwhile the gaudy petrol pump That absolutely makes you jump, Replete with art In every part, Is wholly to our credit. (Ex) TOUCHSTONE.

DIGEST THESE.

Safety Driving Hints.

R.A.C.A. SUGGESTIONS.

To those persons who have just purchased their first car, and are new drivers, the Royal Automobile Club of Australia offers these suggestions:—

Always make sure the driver ahead of you is aware you want to pass him—otherwise he may draw out into the road and force you off the road. Avoid violent acceleration of braking on wet or greasy roads.

Do not overtake vehicles on the near side; blow your horn and wait.

AIR-COOLED SIX.

New British Car.

SCOTS WILL MAKE IT.

The first British car with a six-cylinder air-cooled engine is soon to be produced. It will be known as the Scotsman, and will be built by Scotsman Motors, Ltd., at Edinburgh.

Rated at 14-h.p., the motor will be built under S.A.R.A. patents, incorporating principles which are used on two French cars. There is an air-blower at the front of the engine which forces the cooling air through cowls around the separately cast cylinders. Overhead valves are used.

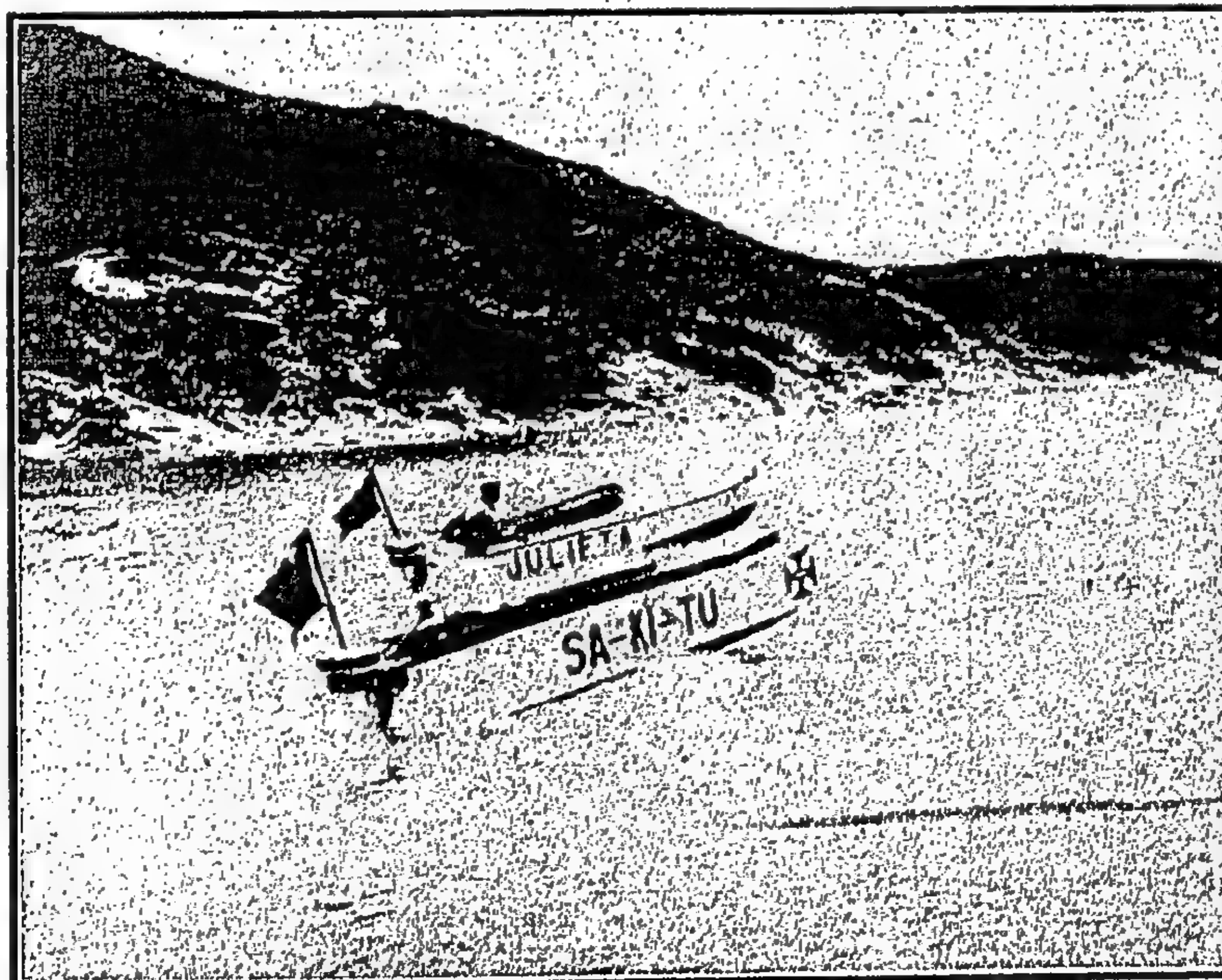
Similar cooling methods are used in the Franklin, an American car. Though it may appear a difficult task efficiently to air-cool a car engine, tests have shown that the cars can be driven at maximum speed in bottom gear for hours without overheating.

Until the car in front of you pulls to the near side to let you pass. It is dangerous to pass between two vehicles or trams that are meeting—the one you are overtaking may pull out to pass something which is hidden from you.

Drive over all cross roads with the greatest of care; you are never certain that someone around the corner may be thinking he has the right of way. Never turn out of a side road into a busy street at a high speed. In wet weather give good warning of your intention to stop; the driver of the car behind you may not be able to stop as quickly as yourself.

Do not use your horn unnecessarily; pedestrians who could be passed safely without accident may become nervous if you sound your horn repeatedly. Take curves on wet roads cautiously; your motor may not skid, but the one you meet around the corner might. If you cannot understand the traffic constable's signals, stop. If you do not, you will end up at the Traffic Court.

OUTBOARD MOTORING POPULAR AT MACAO.



The exhilarating sport of outboard motoring has reached Macao, where considerable interest is being evinced in this latest thrilling recreation. In other countries, this sport has made remarkable progress during the last two years, and an Association is being formed in England to control racing events which are being held at all the leading sea-side resorts. The above snap was taken at Macao, and shows two Portuguese Naval Officials engaging in a speed contest. It is interesting to note that the engines used are the famous "Johnson Seahorse" which are capable of an astonishing turn of speed. The new sport should become popular in Hongkong, and we may even expect to see races between here and Macao in the future. There should be keen rivalry to decide who shall be the first to link the two Colonies by this means. Messrs. Alex. Ross & Co., Ltd., are the agents for Johnson engines, and carry a stock of various models.

Enjoy the Summer ON A— HARLEY DAVIDSON

350 c. c. Side or Overhead Valve

THE NEW

500 c. c. Single

THE FAMOUS

750 c. c. Small Twin

THE SUPER

1,000 c. c. Big Twin

(For Solo or Side-car)

ONLY A FEW LEFT!

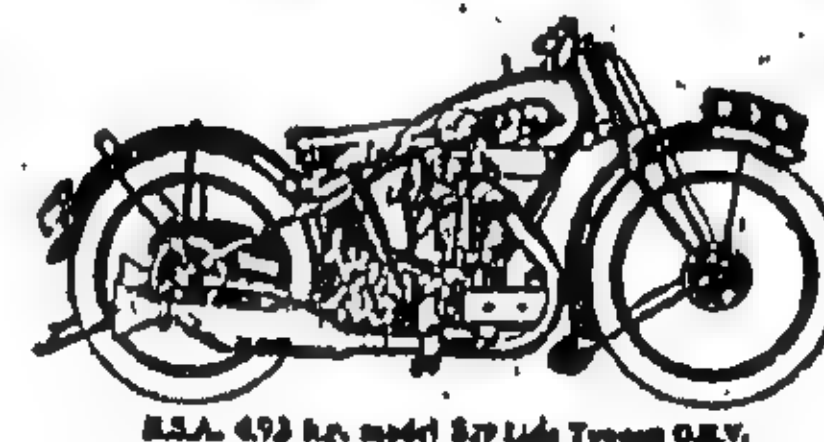
THE GASCON MOTOR CO.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.
Tel. K. 1242 2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

A GREAT VALUE IN B.S.A.



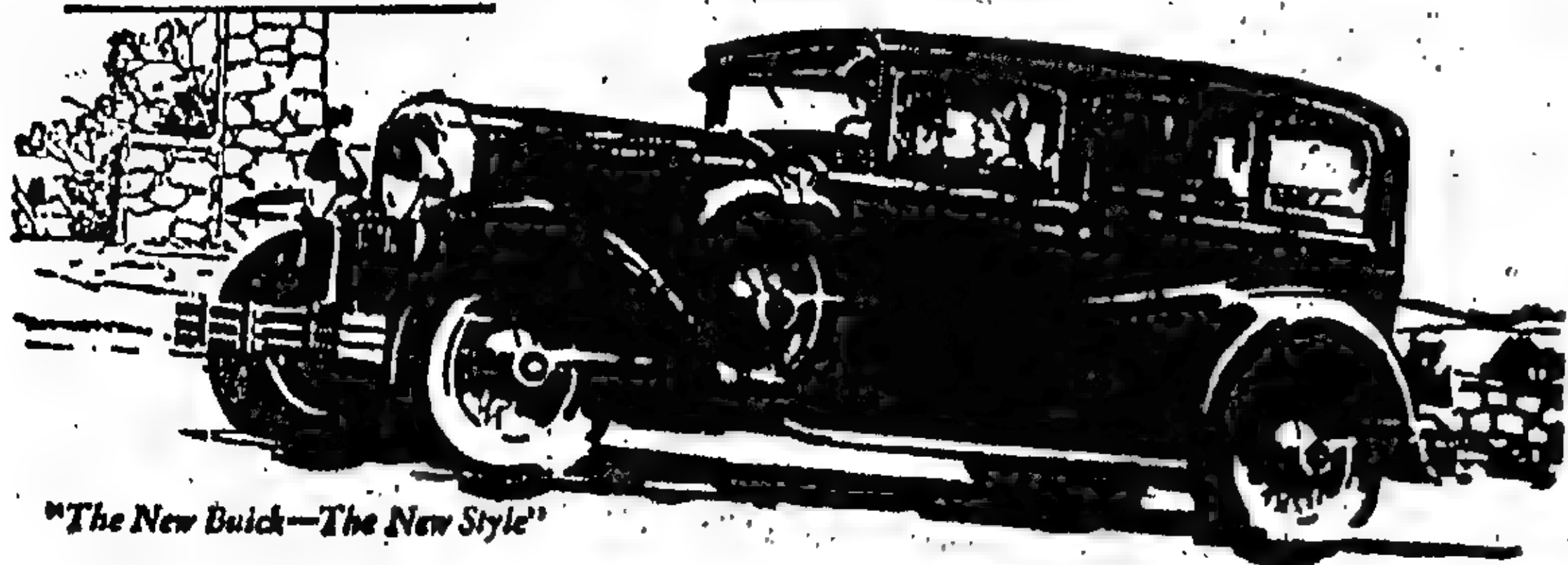
This is a new model for the potential rider who desires a Motor Cycle incorporating a 2-port exhaust system but whose choice is limited to a low priced mount. Handsome nickel plated tank with top panel in B.S.A. green. Two well-proportioned silencers. Everything up to the well-known B.S.A. standard which is characterized by these six features:—

POWER, SPEED, SILENCE, SAFETY,
ECONOMY and RELIABILITY.

Further Particulars Gladly Furnished.

THE SINCERE Co., Ltd.
SOLE AGENTS.

Get behind
the wheel and
Get the facts!



"The New Buick—The New Style"

Drive before you buy----

To assure maximum satisfaction with your next car—to obtain finest performance and fullest enjoyment—take the common sense method of driving before buying!

All cars are not the same... as a single drive in Buick will demonstrate conclusively!

Here in this dashing Buick is the new standard of power—getaway—acceleration—smoothness—swiftness—virility—a standard so unique and unrivaled that Buick is winning more than twice as many buyers as any other automobile listing above \$1200.

Prove these points to your own satisfaction! Get behind the wheel and get the facts. Drive a Buick—and let results on the road determine your choice!

Buick Motor Company, Flint, Michigan
Division of General Motors Corporation

Buick Motor Cars are available on very attractive Hire Purchase Terms.

match Buick power,
getaway, swiftness
and stamina against
any other automobile

--then you'll

choose a

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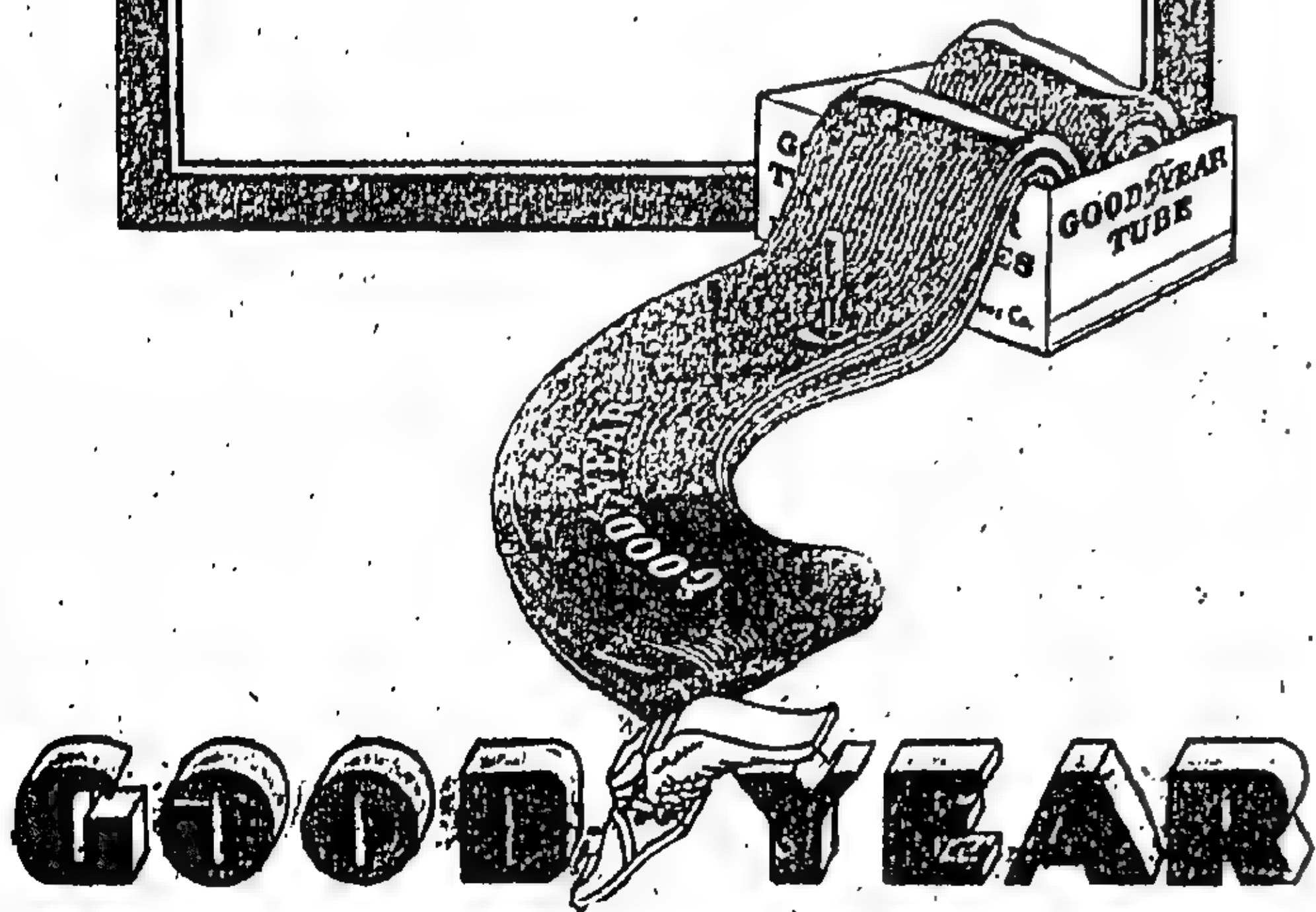
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WHEN BETTER AUTOMOBILES ARE BUILT IN BUICK WILL BUILD THEM.

Goodyear Tubes Have Strength Where Strength Is Needed

Over thousands of miles the tough, red rubber carries its burden lightly on a cushion of air.

There are no slow ruinous leaks. Goodyear tubes give your covers proper and economical support.



Distributors:

Alex. Ross & Co. (China), Ltd.

PRINCE'S BUILDING, HONGKONG.

VALUE OF RACES.

Defects Quickly
Detected.

PUBLIC BENEFIT.

(By the Hon. Maynard Greville,
Morning Post Motoring
Correspondent.)

Some time ago I was talking to a world-famous car designer. The occasion was during a long-distance road race and his team had been doing moderately well.

"I hate these races," he said. As his firm had built up a world-wide reputation on road racing, I thought this rather curious, but he explained when he continued. "You see they are always showing me up. I bring out a perfectly good design, and it works well in the hands of the ordinary people to whom I sell my cars, but as soon as I get the cars into one of these races something breaks and shows a weak point."

This statement was certainly calculated to discount the idea that racing does not improve the breed.

There is a large and possibly growing party in this country of people in the motor-car industry who are opposed very strongly to racing or to any form of competition, and their reasons, at least from their own point of view, are very sound. Only one car can win a race, and the success of the successful one is made up out of the failures of the unsuccessful ones. It must be galling in the extreme to be continually failing in competition with other makes, and the deficiencies which are revealed by the test of racing might well be successfully hidden in ordinary use.

It can therefore be easily understood that the ordinary manufacturer is shy of entering his products in competition with other well-established firms, who may have made a practice of racing for years. He stands little chance of winning, and every time he loses it merely points out the fact that his product is not good enough.

For this reason there is, and always has been, a large body of manufacturers who consistently do everything in their power to stop motor racing, so that no one shall get any publicity out of it.

The great success of the facos for standard sports cars has forced them temporarily into the background. Quite a number of people discovered at Olympia last year that the stands of those which had done well in the races throughout the year were always crowded with people.

In America.

Car racing in America had developed on entirely different lines to Europe. There all the racing cars were absolutely special vehicles, bearing but little resemblance to the ordinary touring car, but lately what are known as "stock car races" have been started in considerable numbers. The reason for this is probably due to the successful participation of some of the most famous American cars in standard car races in Europe. The success of Stutz and Chrysler last year at Le Mans and of Studebaker in the recent "double twelve" race at Brooklands may do much to popularise this form of event among the better-known American car firms. America is undoubtedly taking this form of racing very seriously, and Le Mans this year looks like developing into a struggle between America and England on French soil.

From the public point of view this is all to the good. The average motorist undoubtedly gets a better car owing to the efforts of racing drivers at places like Le Mans, Brooklands, or in Ireland. Four-wheel brakes in their present form are a direct result of racing, while the present popularity for overhead valves again owes its development to racing. It was not many years ago that an overhead valve engine was a curiosity, but the necessity for getting more power from a given size of power unit and improving the shape of the combustion chamber extended the use of this valve arrangement to ordinary cars, though again racing was largely responsible for its introduction.

One of the best examples of the use of racing in detecting weak points in design or manufacture was furnished some years ago by a well-known car firm. A new type of overhead rocker for the valve operation had been made from a new alloy. This rocker had been in use for some time before the race on private cars and no flaw had made itself apparent. On the day of the race, however, every car entered by that firm and fitted with this rocker was in trouble, and the only car to finish was one with the old type of rocker. Needless to say the firm at once changed the design of the rocker on all their cars.

The success of the Weymann type body has been phenomenal during the last few years. The modern high-speed car puts such a tremendous strain on the usual

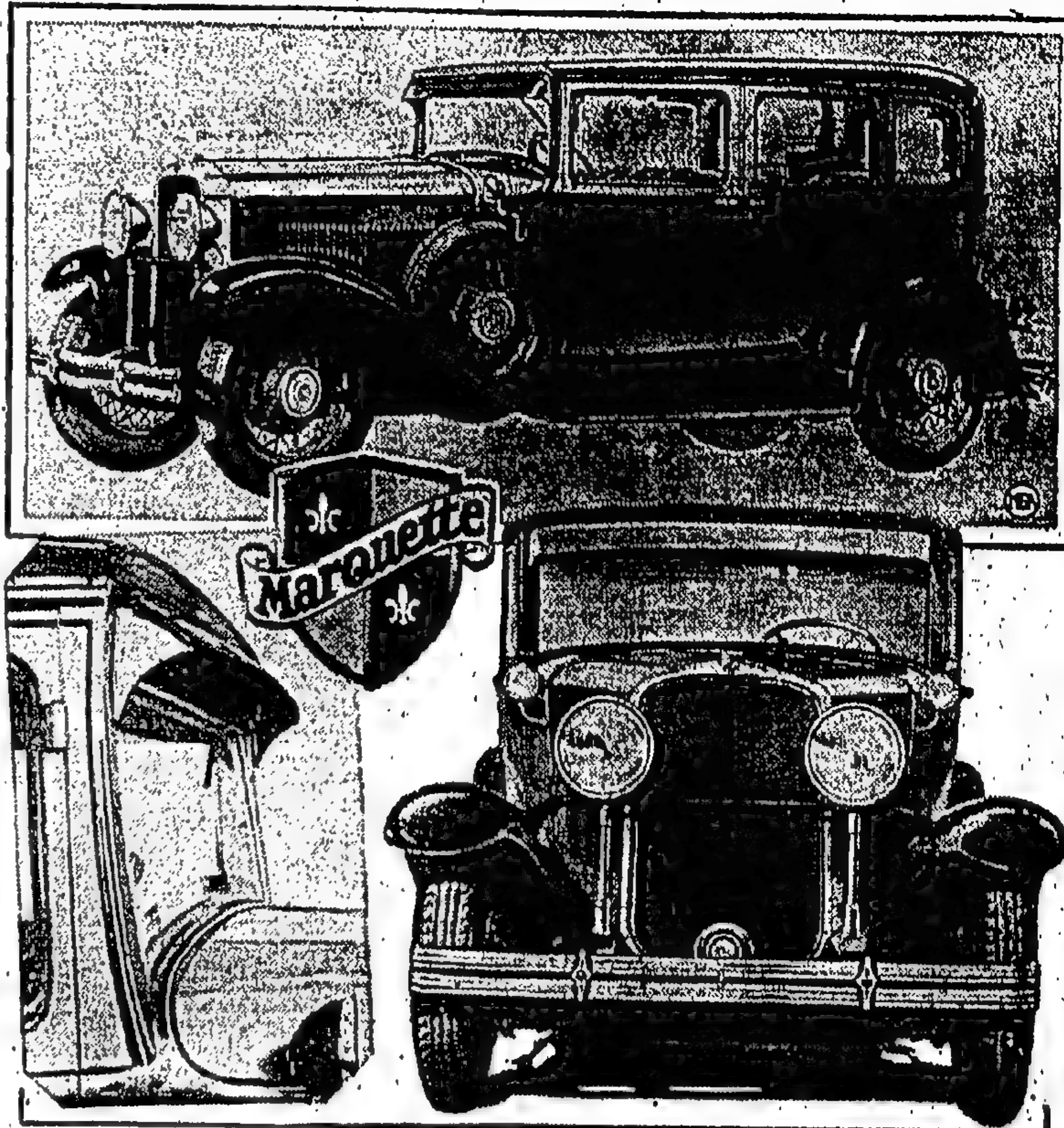
coach-built bodies that they soon get noisy, however carefully they are made. The Weymann principle ensures that this can never happen, as every joint is free to move, and the whole body can be flexed

MARQUETTE CAR MAKES ITS APPEARANCE.

Buick Introduces New Six with L-Head Engine.

(Special Report to the Hongkong Telegraph.)

(By Israel Klein.)



The Marquette, brought out by Buick, as it looks in the four-door sedan model above. Front view is shown at lower right, with inset of the Marquette emblem, while at left is a view of the slanting windshield with tapering corner post, peculiar to this car.

Flint, Mich., June 1.—Buick dealers open their showrooms throughout the country to-day with a new product on their floors—the Marquette, a six-cylinder L-head automobile.

The Marquette, titled after that famous French explorer whose adventures are linked with the pioneer history of Michigan, is a surprise in more ways than one.

First, we see an L-head motor made the companion of a valve-in-head favourite. Second, we find a comparatively large-sized automobile for the price it is being offered. Third, we are introduced to features in this smaller car that have heretofore been exclusive to its higher priced companion. And finally we discover a low-priced machine into which high quality materials and workmanship have been put.

So far as the car's motor is concerned, it is nothing new in principle. But it does feature itself in the way it is put together and in the various accessories applied in it to make it what its manufacturers claim as "the best performing engine in its price class."

Shines in Performance.

The cylinders have a bore of 3 1/4 inches and a stroke of 4 1/2 inches, larger than those of all other sixes in its price range. As a result the motor develops 67.5 horsepower and shows remarkable performance for its size. Tested for more than 250,000 miles at the General Motors Proving Grounds, the motor has been able to accelerate a standard four-door sedan with two passengers, or 450 pounds load, up an 11.6 per cent hill 1,400 feet long from five miles an hour to 25 miles an hour in high.

The same car, driven under unbiased test conditions, has shown to accelerate from 5 to 25 miles an hour in 8.8 seconds, from 10 to 25 miles an hour in 6.3 seconds, and from 10 to 40 miles an hour in 13.4 seconds.

It has been shown to attain a maximum speed of nearly 66 miles an hour, measured accurately by means of the "fifth wheel speedometer," and its average fuel consumption is about 17 miles to the gallon. Its engineers say freely that the car can be driven constantly at 60 miles without fear of harming the motor.

Built Well Throughout.

Their assurance of such performance is based on the sturdy construction of the engine as well as that of the chassis and its constituent moving parts. They have put into it light cast iron pistons on the assumption that these will be able to withstand the heat and strain of a fast operating motor

better than aluminum or alloy pistons.

Another basic improvement among the low priced cars that has been introduced in the Marquette is the use of steel-backed bearings for the crankshaft. This type, in place of brass-backed bronze bushings, are said to be much sturdier and to last much longer, although they cost more and are harder to make.

L-head engines are notorious for their hard starting, even in comparatively warm weather. So to facilitate easy starting in the Marquette, the Buick engineers have not only provided a thermostat arrangement to prevent the water of the cooling system being further cooled by passing through the radiator too soon, but have added an automatic heat control unit of the type used on the Buick. By this, the first exhaust puff is immediately returned over the intake to heat the incoming fuel mixture to a gaseous and more inflammable state. As soon as the motor is warm enough, the heat control opens wide to allow the exhaust gases to leave the proper way.

Many Good Features.

Other features of the Marquette power plant are:

A counterweighted, four-bearing crankshaft of heat treated steel, with its bearings stepped down in size to insure maximum of rigidity with a minimum of weight.

Accessibility, from the side, to the valves.

Full pressure lubrication, with a gear type pump placed deep in the oil sump of the crankcase to insure a constant oil flow to the engine.

Full crankcase ventilation through a special breather at the side of the engine.

Gasoline pump fuel feed and air cleaner.

An especially large muffler, with a long pipe out to the rear, keeps the noise of the exhaust down almost to a purr.

In the transmission, the single disc clutch has a series of small shock-absorbing springs built into it to absorb any slight vibrations that might occur between engine and transmission. Adjustments to the clutch are made merely by taking up on the foot pedal.

Sturdy Chassis.

Even more striking in quality than the engine is the chassis. It is made of a heavy steel frame tapered from the front to a width in back that gives ample room for three passengers. Its springs are attached by sturdy self-lubricating shackles, which are kept from rattling by means of a tight spring. The stiff frame also permits heavier construction in fenders and running boards.

Proceeding from one part of the car to another, nothing but quality and sturdiness of material can be noted. The brakes are of the two-shoe, fully enclosed type, and the system is so constructed that if there happens to be a break even in the servo-cross-member, which is most serious, although hardly probable, at least one side of the braking system can still be used.

The wheels have heavy wood spokes or thick steel spokes, sturdy enough to carry twice the weight of the Marquette. On them are especially large tyres which help keep the car to the road at its highest speed.

A steering gear of the worm and nut type, adjustable for wear, is of a size that permits of easy steering under slow traffic conditions while at the same time it holds the car well in control at high speed.

Has Slanting Windshield.

In accordance with this construction the bodies, of six types, are also well built as well as finely designed. Perhaps the outstanding feature of the body is the slanting windshield to cast downward the glare of headlights from behind. This is the first closed car to incorporate this feature.

As a result of this, the corner posts have been widened at the base, assuring greater firmness, and linned out upward so as to afford greater possible outlook at the line of sight.

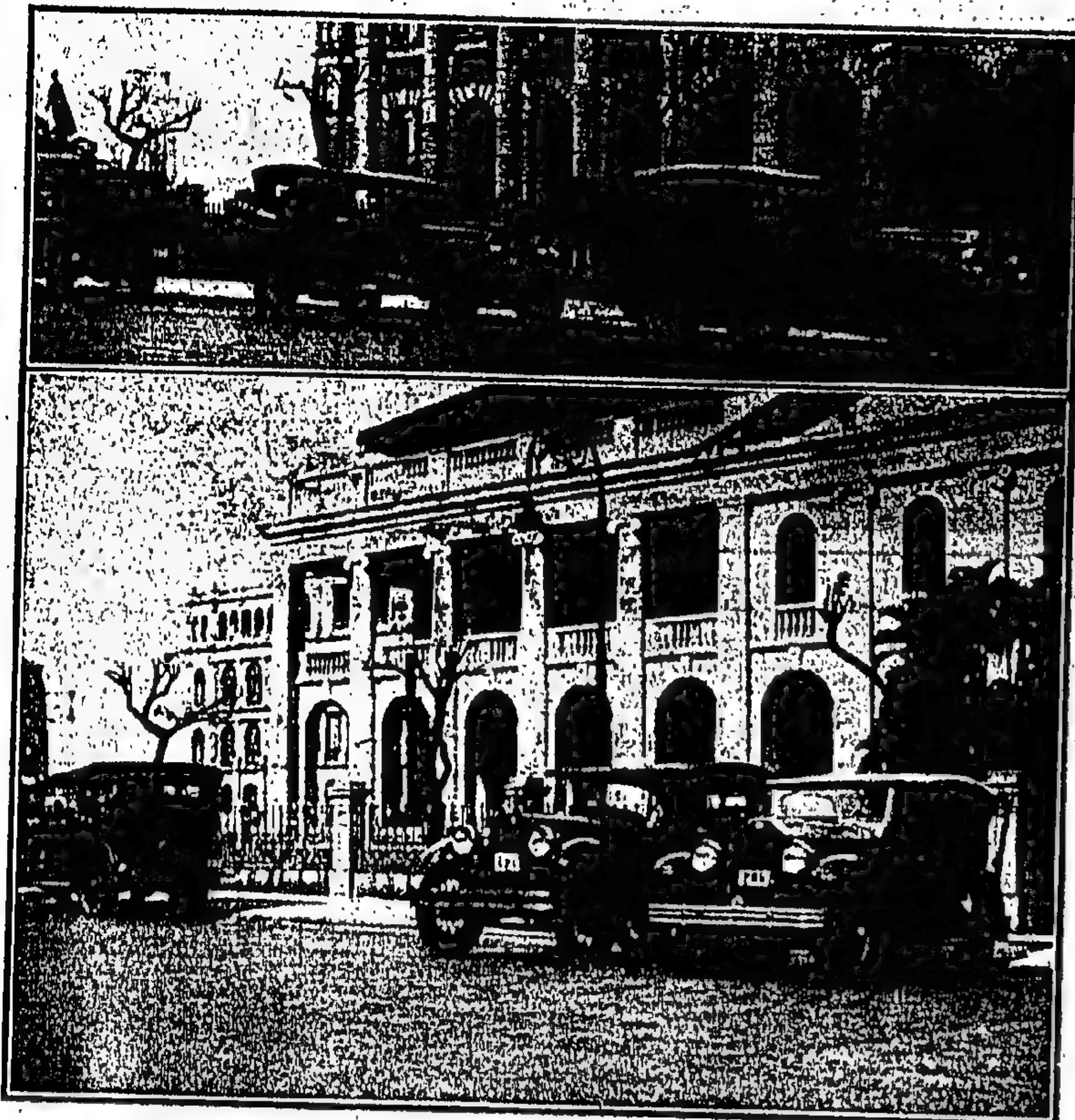
Every part of the body is well fitted and of the same sturdy construction as the engine and chassis. The headlamps rest on strong chromium plated supports, besides being held in place by a strong crossbar. Even the tail-light, instead of coming out of the rear fender on a curved sheet of metal, is fastened to a thick pipe through which its wires are carried and which reaches out from underneath the body in back. The bumpers are fastened firmly and directly to the ends of the chassis frame instead of being carried on extending bars of spring steel. They seem to be there to stay.

With all this attention paid to the firm construction of the Marquette, its engineers have not overlooked the great demand for beauty of line and colour. So they have brought out bodies that are sure to attract widespread attention and interest.

As E. T. Strong, president of Buick, puts it: "We haven't skimped the least bit in designing and constructing the Marquette. We have done our best to put the highest of quality into every little detail of the car, even to the size and construction of the hub caps and the design of the emblem."

They have just built a sedan body on a six-cylinder Bentley chassis to the order of Prince George, and many other famous people have had bodies built there.

WHICH IS THE BETTER PARKING ARRANGEMENT?



The route through from Queen's Pier to Des Voeux Road is in very great demand as a car park, and yet vehicles are permitted to waste space as seen in the top picture. The lower picture shows the method which should be employed, the road being quite wide enough to allow it. At present, it is frequently impossible to find a vacant space, in spite of the fact that there is really room for at least twice the number of cars.

MOTOR NOTES FROM GREAT BRITAIN.

[By "R. A. C."]

The Spread of the Economy car.

With the General Election imminent it is not surprising that many motorists in Britain are at the time of writing wondering how the result will affect them, particularly in respect of the safeguarding duties on motor cars. No one can speak on this subject with greater authority than the "Big Three" of the British Motor Industry, one of whom, Mr. W.E. Bullock, Managing Director of the Singer Co., stated recently that it would be a bad day for the trade if these were withdrawn. Not that the three principal companies would be affected so much as the smaller concerns, as the former are largely engaged in the manufacture of economy cars.

The increasing popularity of this type is proved by recent figures. These show that in the first 9 months of the current financial year the output of Singer Juniors, for instance, was just 60 per cent. greater than that during the corresponding period a year ago. Cars of very modest cubic capacity now show themselves capable of such surprising speeds that they are well represented in most of the important track and road events. At the opening meeting of the Brooklands Club this year, Victor Horsman entered his 832 c.c. Triumph Super Seven for the 76 m.p.h. long-distance handicap over a distance of 9½ miles and gained a runaway victory at 78.5 m.p.h. winning by over half a mile.

Two of these cars, by the way, have been entered for the R.A.C. Tourist Trophy Race to be held in Northern Ireland this summer in which six nations will be represented.

In the Overseas Markets.

There have been rumours lately to the effect that production of the Hillman Fourteen 4-cylinder model will be discontinued after the present season, but this is emphatically denied by the manufacturers who state that they intend to continue this model at an even greater rate of production for their 1930 programme. In addition, of course, to the "Fourteen," arrangements are well in hand to produce the "Straight-Eight" in ever-increasing numbers.

Hillmans have become well known in the Overseas markets under the energetic direction of Rootes Ltd. who handle the world export, and some impressive figures have recently come to hand from West Australia. The local distributors, All British Cars Ltd., boast over one million car-miles without a penny spent on replacements in respect of all Hillman cars sold in the State; a record to be proud of.

The new Wolseley "Messenger" Six has been specially produced for Overseas, and combines a number of interesting features. The engine has a cubic capacity of

2,677 c.c. and possesses a 7-bearing crankshaft. The frame is specially deep and stiff and the axles are very robust. The Lockheed hydraulic system is employed for the 4-wheel brakes; wheelbase is 9 ft. 9 in., and track 4 ft. 8 in. The saloon body is constructed on the duodermal principle, and is absolutely unaffected by any climatic extremes, whether of heat, cold or moisture. This is obviously a point of car reaching importance.

A Pioneer's Opinion.
In a recent issue of "The Motor" that pioneer motorist, Mr. S. F. Edge gave his reasons for his belief in the back axle position for the gearbox as employed on A.C. Accords cars of which firm he is Governing Director.

He points out that the combined back axle and gearbox, reduced weight as a part of the back axle is used to enclose the gearwheels; the gearbox is isolated from the chassis frame so that any noise or vibration causes no inconvenience; the need for heavy shafts from the gearbox to back axle is eliminated as on the Accords it is only engine torque at engine speed that travels along the shaft up to the gearbox.

In Mr. Edge's opinion the only disadvantage from the point of view of cost, is the necessity for using an aluminium alloy back axle tube and casing in order to save weight.

On Special Service.

From time to time instances come to light of motor cars being put to odd uses. There was recently, for example, a 20-year-old Rolls-Royce working on a building site in London where the engine provided motive power for an air compressor mounted in place of the body. Despite its age and its known road mileage of 250,000 miles before its conversion, it was still dead quiet and it was possible to balance a penny edgewise on its radiator.

In Brisbane a 9 h.p. Standard chassis has been converted to run on rails, carrying an ambulance body. There is accommodation for one stretcher case and one sitting or lying down case in addition to the driver and attendant. During a local demonstration a total weight of passengers amounting to 116 stone was carried but the car negotiated the steepest grades of the line of 1 in 60 at a speed of 40 m.p.h. Heavy head winds were encountered during its first long journey of nearly 600 miles to its destination, but, nevertheless, an average of 34 m.p.h. was obtained for the whole journey.

A Gruelling Test.

During the last few days Miss G. de Havilland has arrived back in London on the successful conclusion of her circuit of the world with her Austin 7, an undertaking carried out single-handed. It must have been a strenuous task for driver, car, components and accessories when the enormous mileage crowded into six months and

the extremes of climate encountered are considered. Across America, for instance, there was first rain, hail, snowstorms and frozen roads, then sand and mud; later, in India, sweltering heat, bad roads and innumerable stoppages and re-startings. This must have entailed a tremendous strain on the C.A.V. battery from which, however, it emerged triumphant.

Motor Cycles for Postal Work.
At a recent lecture before the Institute of Transport considerable information was forthcoming about the use of motor cycles in postal work in Britain.

The present composition of the motor cycle fleet consists of 54 heavy combinations, 149 light-weight combinations and 235 solo machines, making a total of 438, but new machines are being rapidly introduced and saturation point is not yet in sight. It was as far back as 1902 that the Post Office and tractors for experimental purposes and in 1914 the first actual purchases were made. Owing to the war it was not until 1919 that attention was again given to this method of collection and delivery.

The latest type to be introduced is the 2½ h.p. production, fitted with a punnier carrier over the rear wheel, or with a light sidecar of 8cu. ft. capacity.

Competition News.

Competition between the big manufacturers in the various reliability trials is extremely keen and centres particularly on the manufacturers' team prize which is nowadays considered more important than any of the individual trophies.

The "Matchless" people now have a particularly redoubtable team consisting of Freddy Neill, Tom Hall and Boyd Harvey, all of whom are usually mounted on the 500 c.c. model V/2. Within recent weeks they have won the Team Prize in the Southern, the Bognor and the Cardiff-Leicester trials.

For this year's T.T. races in the Isle of Man A.J. Stevens & Co. have entered W.L. Handley, T. Spann and F.A. Longman for the Senior and Junior races and R.F. Parkinson who will ride in the Junior race only. By the way, a new record for the Melbourne-Sydney journey has been set up by the rider of a 799 c.c. A.J.S. and sidecar. This he gained by accomplishing the journey in 13 hrs. 31 mins., beating the previous best sidecar time by 64 mins. and the previous best solo time by 10 mins.

Diesel Engined Buses.

The writer of a letter in "Bus & Coach" recently expressed the opinion that Diesel-engined buses will be running in service on British roads within 6 months. Though it would be premature to say that the Diesel engine has fully demonstrated its suitability as a power unit for passenger-carrying vehicles, nevertheless most of the difficulties associated with its application to road transport have been overcome.

UNFIT TO DRIVE.

Test Would Reveal Them.

PSYCHOLOGISTS' PLAN.

"Some people are so constructed that they will never be competent to act correctly in a sudden emergency. These types are dangerous in traffic crises."

This is the opinion of Professor S. Franz, of the psychology department of the University of California, who thinks that the number of motor accidents could be reduced by discovering unfit drivers before they begin driving, and then preventing them from taking charge of a motor vehicle.

"Certain tests can be devised to reveal characteristics in men and women which make them unfit to hold a driver's licence," he says. Psychology can be employed to determine the faculties—or lack of them—that make a careful or reckless driver; or to discover if an applicant for a licence is temperamentally equipped to meet emergencies in traffic.

"Other tests than those now in use should be employed to determine whether a person has been rendered unfit to drive by indulgence in alcohol. Some persons are utterly incapacitated by one drink; others can drive capably after drinking a considerable amount, while some men even drive more carefully after having imbibed."

"Traffic will be made safer when more stringent measures of this kind are adopted."

Meanwhile the process of "scrapping the Trams" continues and an ever increasing number of Corporations is replacing them with trolley buses. Hastings in Sussex took the step some time ago and up to recently had 48 double-deck and single-deck six-wheeled trolley buses in operation. Now they have none, the makers a repeat order for 10 more.

The new Guy 50 cwt. model is meeting with great success. A demonstration vehicle was sent to Australia and New Zealand last autumn, as a result of which fleets have been supplied to users in Melbourne, Sydney and New Zealand. Indeed, a repeat order has already been received from the latter Dominion.

A useful order has been received from New Zealand by the Star Motor Co. Some six months ago a Star Flyer chassis was supplied to the Gisborne Tramways Board through an Auckland firm, and it has given such satisfaction that three more of these chassis have recently been sent out.

Ubiquitous Six-wheelers.
The extraordinary utility of the six-wheeler is demonstrated most effectively by accounts received from users in districts where roads are practically non-existent.

In Australia, for example, large quantities of wool have to be hauled from sheep stations, often hundreds of miles in the interior, to rail head. In one instance where Morris-Commercial six-wheelers were being successfully used, the vehicles had to cut a new track over soft virgin country. In places the water was over a foot deep; for miles the tracks were from 1 ft. to 18 in. deep and a third track was visible in parts where the differentials had been dragging. Even under such conditions, often with heavy rains, it was found possible to average 100 miles a day for 6 weeks.

A new six-wheel chassis of very advanced design and intended primarily for use with a double-deck bus body has been produced by the Sunbeam Co. The chassis has a 6-cylinder engine of 45 h.p. developing 142 h.p. at 2,500 r.p.m. It has an overall length of nearly 29 ft. and thus is able to carry very commodious bodywork.

A glance at the specification shows that there has been brought to the public service vehicle the refinement of engine performance and comfort of travelling hitherto associated only with the high grade private car.

The 100-Tonner.
Further details are now available concerning the great 14-wheel Scammell vehicle intended for transporting such heavy pieces of machinery as turbine casing, locomotives, electrical transformers etc. up to 100 tons.

The motive unit has an 80 h.p. engine driving through an 8-speed gearbox, giving a low ratio of over 200 to 1; to the four driving wheels, which are arranged in line across the vehicle in pairs on two short axles, oscillating on longitudinal guidegears so that all four wheels conform to the camber of the road. Special rubber suspension springs are provided having the unique feature that while they are not unduly flexible under full load, they yet have considerable resistance when the vehicle is running light. About 30 p.c. of the load is carried by the motive unit turntable, the remainder being taken by a group of eight wheels which support the rear ends of the carrier side frames. These wheels are arranged in two rows of four across the vehicle, subdivided into pairs on oscillating axles which, in turn, are mounted on balance beams so that the load is always evenly distributed.

Suiting the Tyre to the Service.

Choose your tyre equipment according to your particular service needs. There is a suitable commercial vehicle tyre for every requirement in the

DUNLOP

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Solids, Pneumatics, Cushions—and each built to an ideal of perfection that ensures the best possible service under any conditions.

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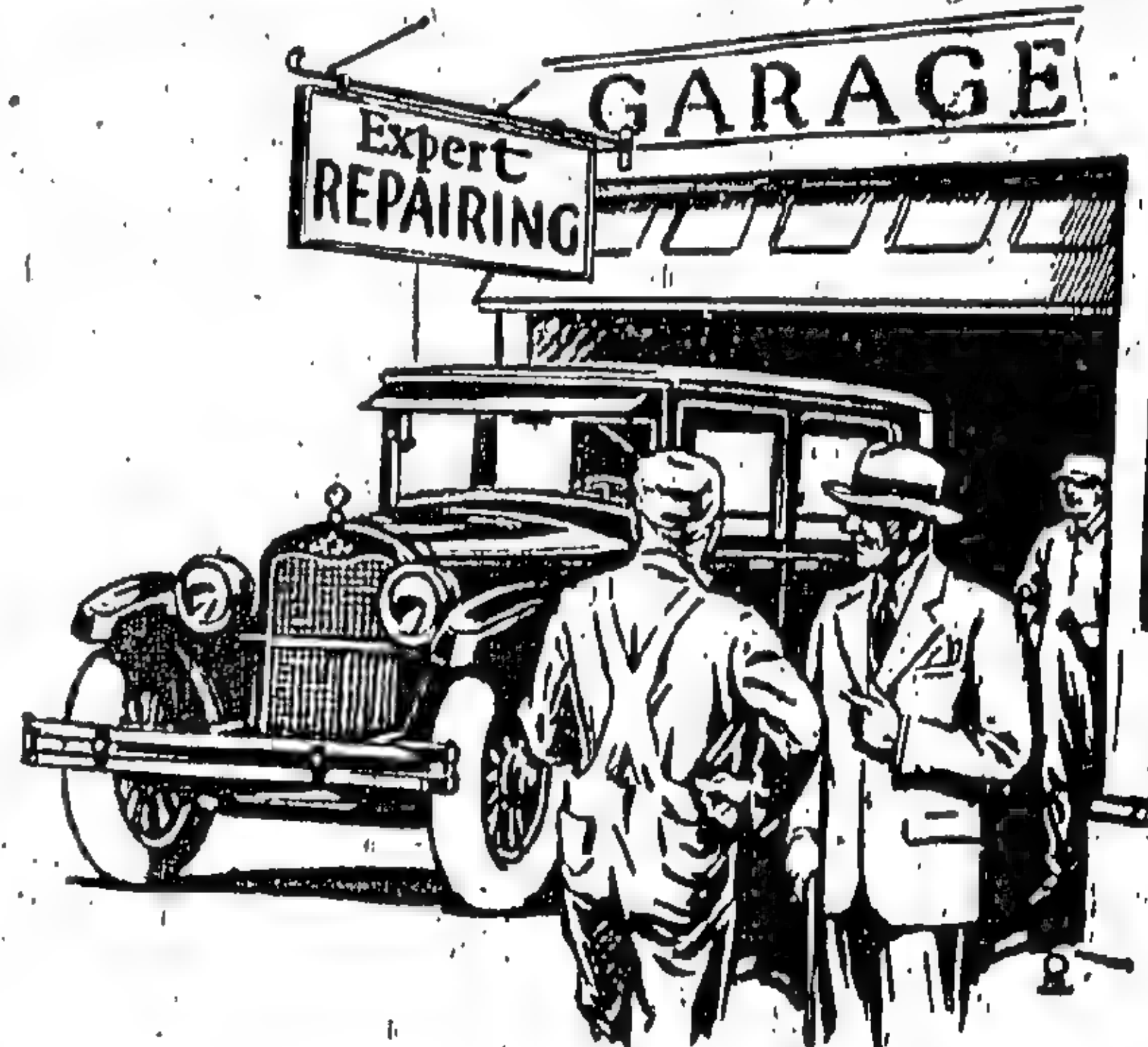
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Practical
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CARS COMPLETELY OVERHAULED AND TUNED TO PERFECTION BY SKILLED MECHANICS UNDER
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IF YOU ARE NOT GETTING THE BEST OUT OF YOUR CAR—LET US DISCOVER AND REMEDY THE TROUBLE.

LARGE STOCKS OF SPARE PARTS CARRIED.

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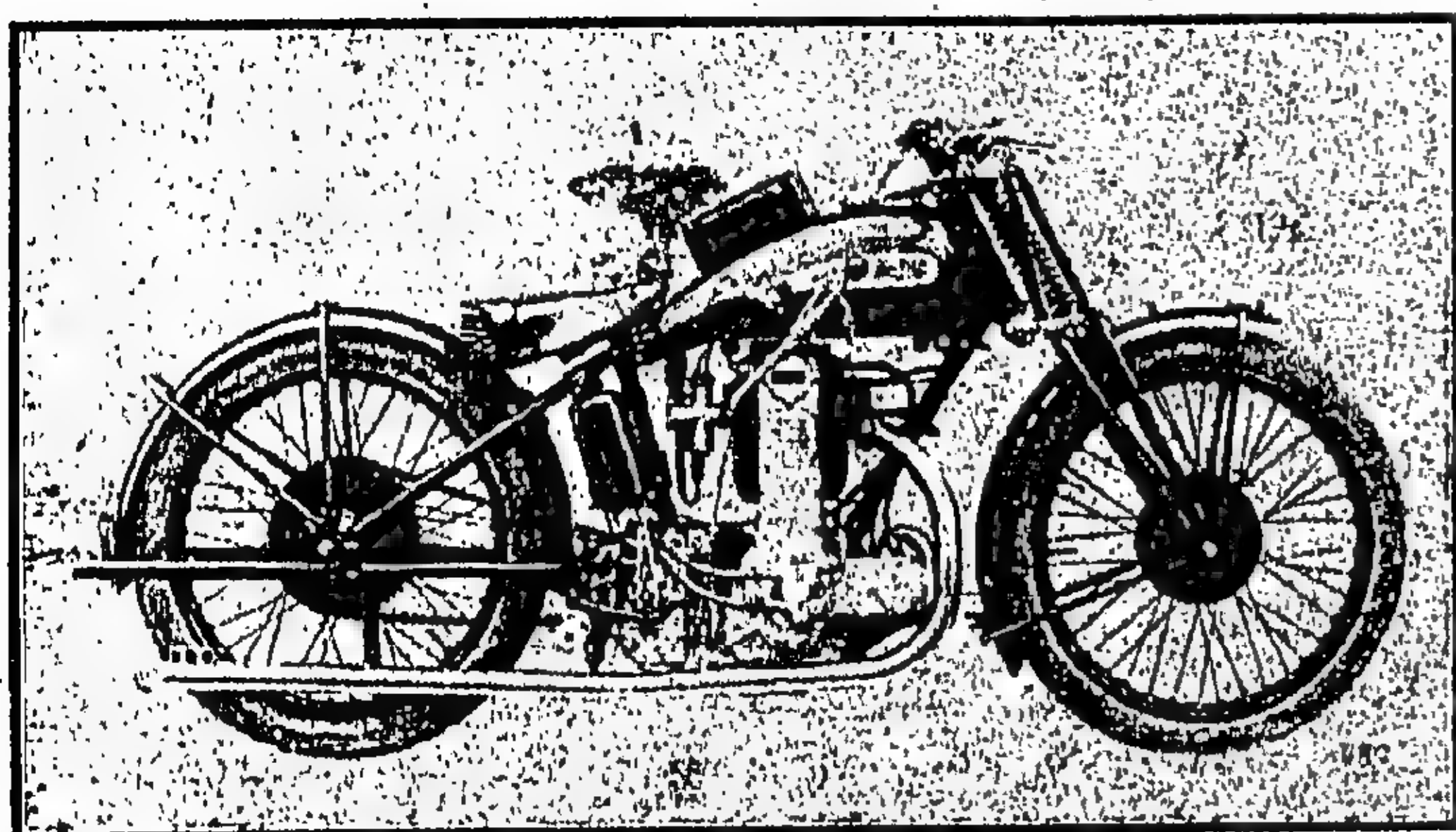
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A. J. S.**THE 1929 A.J.S. T.T. MODEL.**

Years of careful thought combined with a long experience have characterized the production of A.J.S. Motor cycles which to-day are recognized as the leading machines for efficiency, appearance and true value.

Here no mass production methods are employed. Individual care and attention must be given to every part and each assembly less that standard of A.J.S. efficiency, recognized the world over, should in any way suffer or the reputation of these famous machines lose its high esteem.

The best quality of materials and workmanship cannot be purchased cheaply but, those who are farsighted will gladly pay a little more knowing that in their purchase of an "A.J.S." they have secured the best.

Full particulars upon application to:-
ALEX ROSS & (China,) Ltd.
 HONGKONG AND KOWLOON.

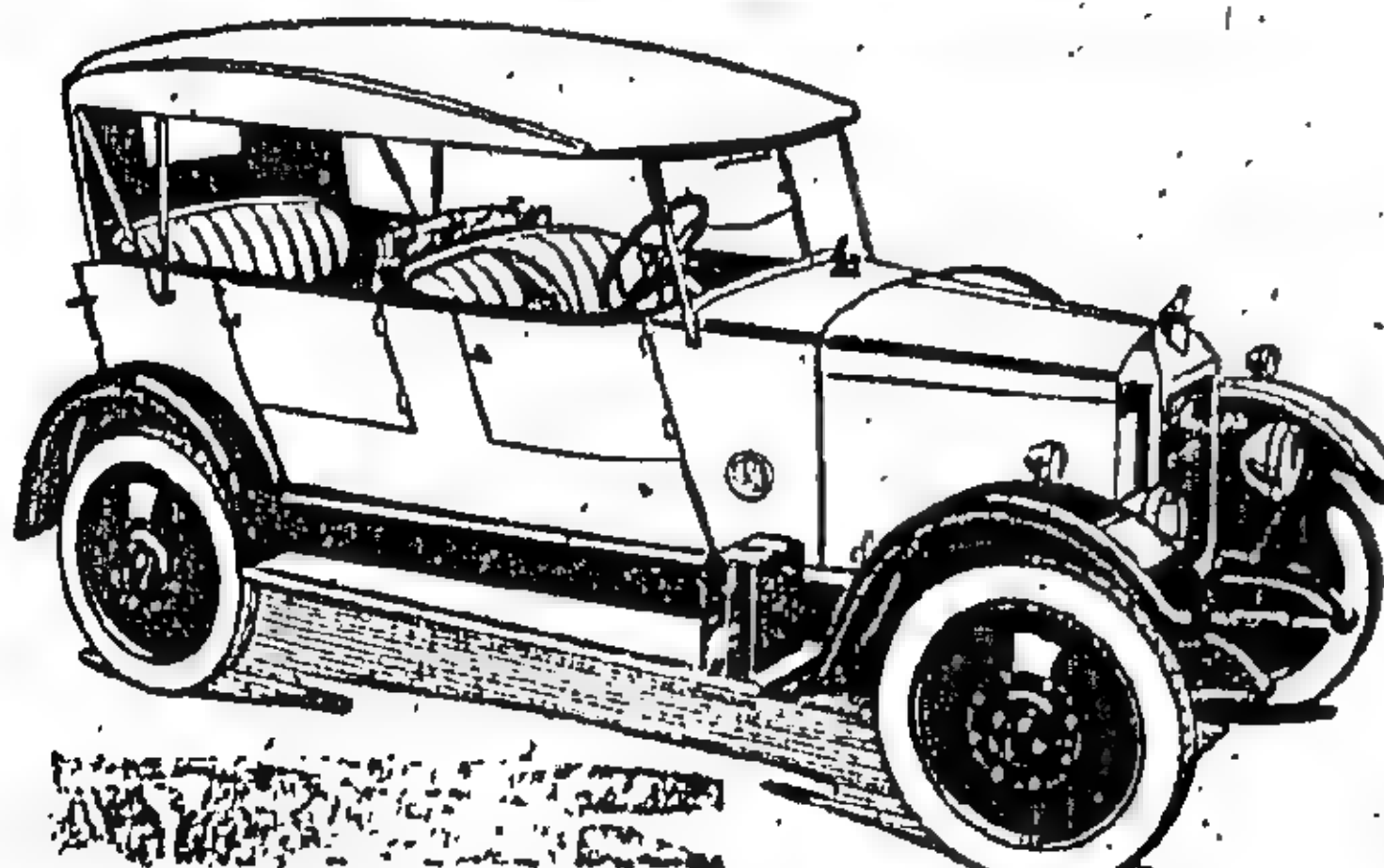
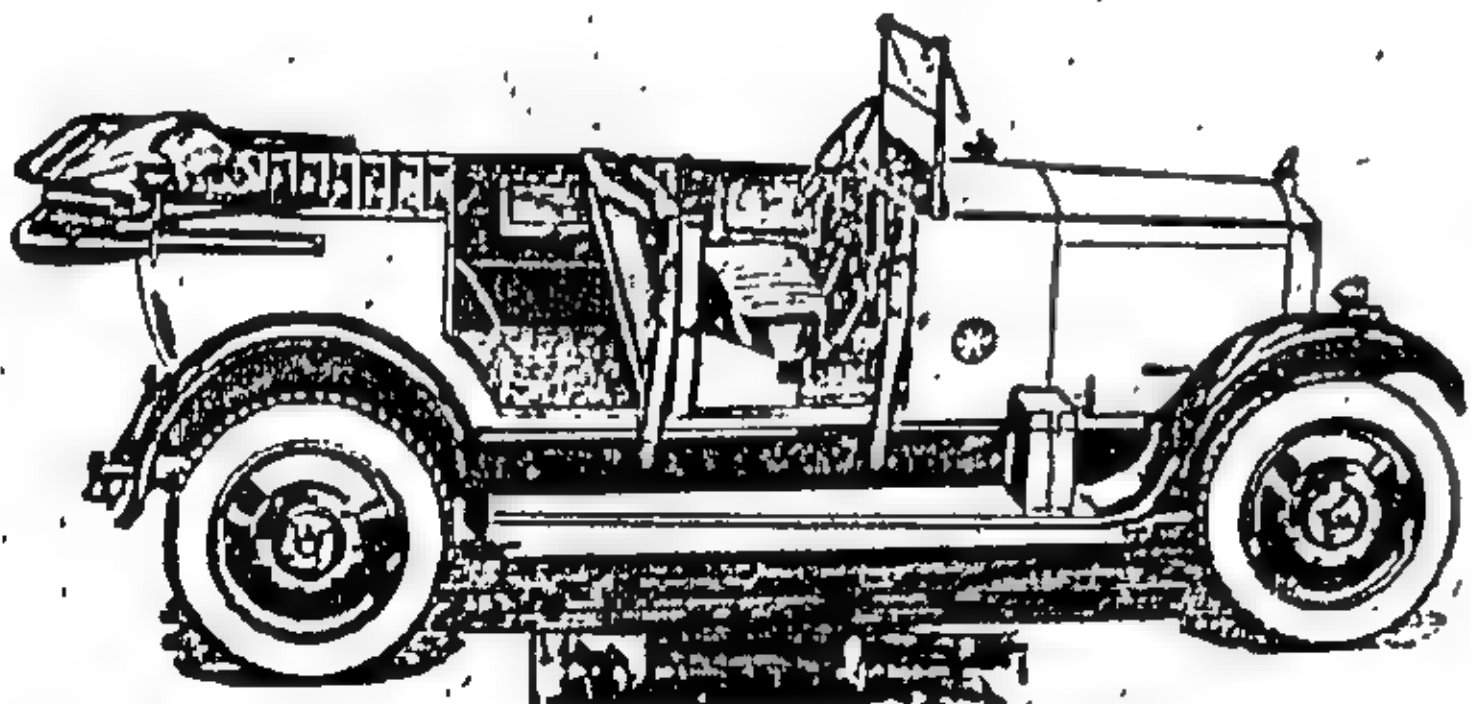
The 6-Cylinder New 12 Horse Power

ARMSTRONG SIDDELEY CAR must draw your attention!!

SMOOTH RUNNING, EASE OF CONTROL, GREAT POWER RESERVE, AND RAPID ACCELERATION ARE THE OUTSTANDING CHARACTERISTICS OF THE 6-CYLINDER 12 HORSE POWER MODELS. PERFECTLY SPRUNG, THEY HOLD THE ROAD FIRMLY AT ALL SPEEDS.

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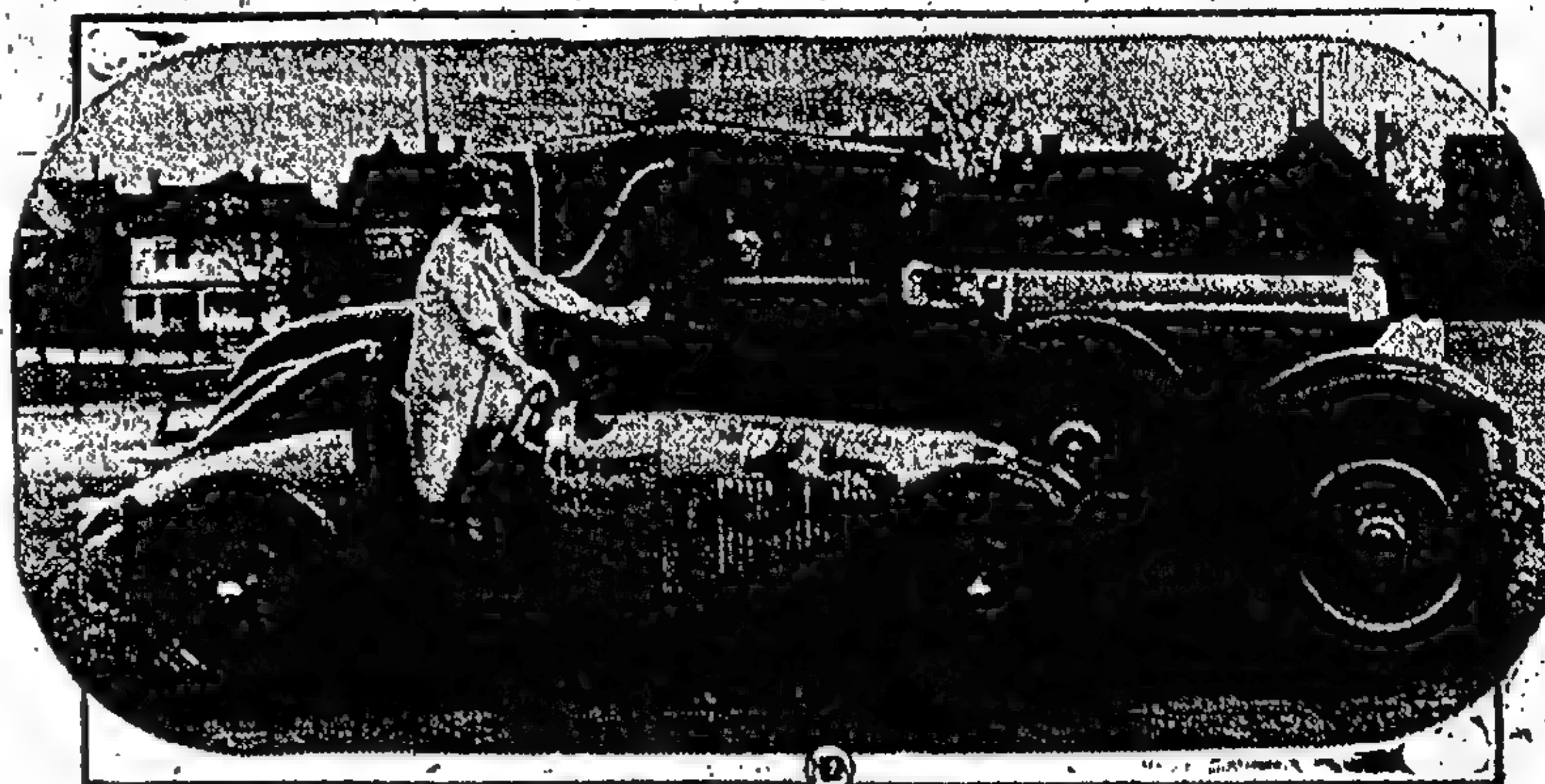
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TINY CAR ENTERS 500-MILE CLASSIC.

A study in contrast is pictured here with the Amilcar, smallest entry in the Indianapolis race, pictured alongside a stock car.

Indianapolis, Ind., The smallest automobile ever to compete in the 500-mile Memorial Day races at Indianapolis has come here from abroad.

It is a six-cylinder Amilcar, entered by the Thompson Products Company of Cleveland. Its driver, Jules Moriceau, has come with it to try for the prizes offered at the races here.

This little car, with its V-type six motor, is not only small in size but the smallest ever entered here in piston displacement. This is 78 cubic inches as compared with

the 91.5 cubic inches of the 8-cylinder American models.

The little Amilcar has been tested in European races for the last two years and has come through with several victories. It broke the European record for its class in both the standing and flying start for one kilometer, about six-tenths of a mile, at Arpajon, France, last August, with speeds of 80 and 123 miles an hour respectively.

It was also placed first in the 400-kilometer race at Antibes, France, and in the 700 kilometer race at

San Sebastian, Spain, last year, as well as the 200-mile Grand Prix Junior Car Club Contest at Brooklands, England, in 1927.

The Amilcar develops 118 horsepower at 6,700 revolutions a minute, which is twice as fast as the stock car motor going at 60 miles an hour. It is equipped with a super charger for high speeds. Thompson Products has installed its own valves and pistons to test them on the gruelling run of the Indianapolis Speedway. The car has an 80-inch wheelbase and is only 10 feet 9 inches long on a tread 46 inches wide.

ADVENT OF DIESEL MOTOR CARS BELIEVED NEAR.

12 and 16-cylindrical Engines to Run on Fuel Oil.

The test of any automobile power plant is its steady operation under any and all conditions. To get this condition, it has been necessary to increase the number of cylinders, shorten the driving stroke and speed up the revolutions per minute. New engines coming out in the next few months will follow the European custom built engine practice and operate on eight, 12 and possibly on 16 cylinders.

For years automotive engineers have been experimenting with a power plant which can be operated on the cheapest kind of fuel oil, use a system of internal combustion and be light enough to withstand the detonations which are a natural consequence of the Diesel operation. The great drawback heretofore has been the sustained weight of the metal used in the construction of an engine which would drive without confusion on low test gasoline or fuel oil of a minimum standard.

Recently it has been reported that several automobile manufacturers who are producing cars in the high-priced field have successfully concluded experiments on a new engine with 12 to 16 cylinders. These companies had an idea that such a power plant might prove useful in a passenger car, but the conclusion has been reached that these 16 cylinder engines will be tested out in heavy bus equipment of a transcontinental carrier company.

Engine Has Been Tried Before.

There is nothing new about a 12-cylinder engine, as one of the fastest ever seen in action was the old Sunbeam, made in England for the Grand Prix race in France five or six years ago. This power plant was in miniature, to conform with racing rules and was so small that it could be carried under the arm of a mechanic. It was made of aluminum and the pistons had a very short driving area. The actual operating measurement was 6,800 revolutions per minute, with a development of 125 horse-power. This engine was not successful in commercial work because the multiplicity of cylinders made the skipping at vital points likely.

During the 500-mile race at Indianapolis May 30 it is thought likely that a new 16-cylinder motor will be tried out under actual racing conditions. Harry Miller, famous as the builder of about 90

per cent. of the racing cars driven to-day, has a mystery automobile which contains a power plant using 16 cylinders. It is said he has developed a Diesel engine which is light enough and strong enough to keep in operation without cracking wide open under the severe strain of racing. If this engine should prove successful at Indianapolis, it is predicted the price of automobile fuel will fall to a low level as low grade mixtures can be used on the road anywhere.

Mystery Car to be in Race.

Last year Cliff Durant, son of W. C. Durant the Detroit financier, built the Detroit Special for the Indianapolis race in the laboratories of the General Motors Company. Tommy Milton, who is the only driver to win this race twice, did most of the actual work. Durant furnished the money and drove the car until the supercharger met with an accident.

At the track in Indianapolis is a car built by Durant and Milton for the race this year. It is being worked upon by two men who each draw as much money as the chief engineers of the larger automobile factories. Everything is in that car to make it go faster than anyone ever went before in a race. Special supercharger device, multiple cylindrical power plant, special braking system, heavy duty tyres and almost perfect driving control make up some of the mechanical features.

Passenger cars are powered by six and eight-cylinder engines more this year than in any other year since the automobile industry began. It is only a small jump from the eight-cylinder job to the 12-cylinder power plant and then to the 16. European automotive engineers know from experience on the road that for ease of control from the driving seat, for acceleration and for smoothness of performance at high and low speed the 12-cylinder engine is away out in front of the eight, six and four jobs. And, with the internal combustion principle actually in operation, it is almost a foregone conclusion that the low-priced car of the future will be a very smooth piece of machinery, which can be operated at an absolute minimum and tagged within the means of almost every workingman in the country.

DOUBLE EIGHT.**Bugatti's New Motor.****16 CYLINDERS; 250 H.P.**

M. Etienne Bugatti, who fathered "straight eight" motors, has now produced a "double eight" engine, which will be used in sports cars.

This 16 cylinder power plant is two separate straight eight motors side by side, each with a spur opinion on its crankshaft, meshing with an intermediate pinion on the clutchshaft. Each motor is supercharged, and they share a

common crankcase, cooling system and lubricating pumps.

The cylinders have a bore of 60 m.m. and stroke of 84 m.m. (2800 c.c.), and the power output is about 250 h.p. at about 6,000 revolutions per minute. As the motor weighs only 500lb., it develops 1 h.p. for every 2lb. of weight.

ROAD SLEEPERS.

With a capital of £500,000, a company has been formed in England to run a sleeping motor coach service from Aberdeen to London, via Glasgow and Newcastle.

USEFUL HINTS.**Tyres & Wheels.**

[By Israel Klein.]

Many a car that is found hard to drive and ride may still have a perfectly operating engine. The trouble in such event may be found in the tyres, the wheels the springs and the frame itself.

The entire difficulty may be attributed to one fault—lack of attention on the part of the driver to features of the automobile that require regular care and consideration. They are small matters in themselves, but accumulating as they will, they wind up in making riding and driving quite uncomfortable and even dangerous.

Let us take the matter of tyres first. For these a tyre gauge is an indispensable part of the motorist's equipment. With it he should check the pressure of each tyre once a week, in conformity with that set by the manufacturer.

The pressure maintained weekly as advised by the car builder will insure longer life for the tyres and constant ease in riding. Punctures will be less possible when the tyres run under their stipulated pressures.

If a tyre is inflated by guesswork, more likely than not they will be filled with more air than is needed. These balloon tyres are deceiving and a kick of the foot cannot tell whether they are properly inflated. If they have too much pressure in them, their thin walls are quite liable to puncture and blow out when they happen to strike a sharp stone or curb.

If the tyres are underinflated they will make steering difficult, result in shimmy at high speeds and thus endanger the occupants of the car, especially if the road is wet.

The wheels should be checked regularly for alignment, not only for the safety of the occupants but for the economy gained from properly aligned wheels. Misaligned wheels cause undue wear on the tyres and are especially hard on the bearings. They result from loosening at the hub and that means loosening of the wheel bearings.

The wheels therefore should be tightened up and aligned regularly to prevent wobbling and perhaps eventually a crack or break in the axle.

It is important that the various joints about the chassis be lubricated regularly. Greasing the chassis and springs results not only in easier riding, but helps lengthen the life of the car. A rusty, unattended chassis is dangerous. An important part may break while the car is going at a fast speed and cause the car to swerve to destruction.

The spring shackles especially should be kept well lubricated, for if these "freeze" for lack of lubricant they are more liable to break. Let the car take a severe bump at a considerable speed, and the shackles may break and endanger the lives of the occupants.

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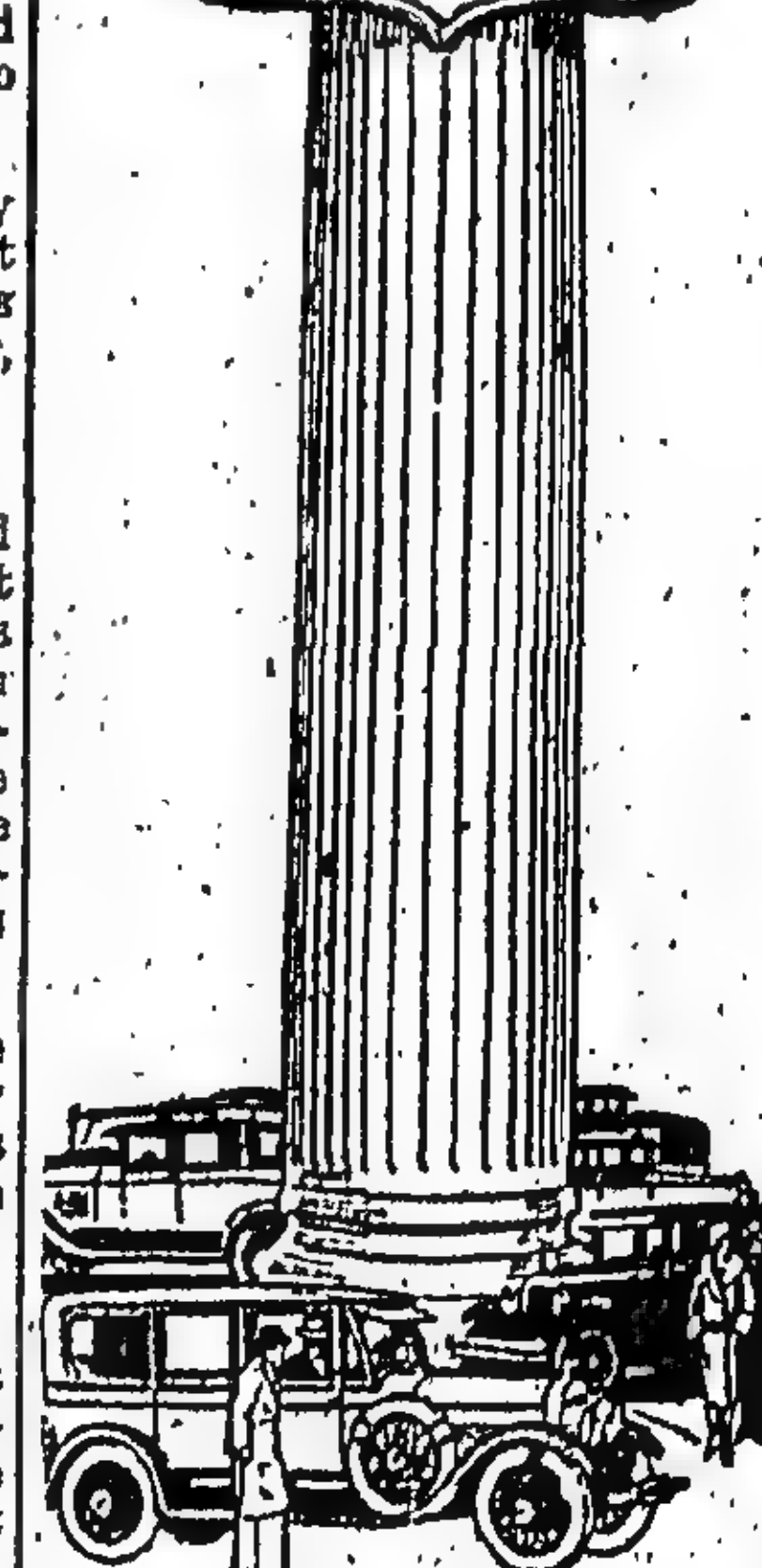
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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

DON'T LET THE CLUTCH SLIP.

At the very first indication that the clutch does not hold in engagement positively, measures should be taken to make it do so, for if it is allowed to slip for any great length of time, not only will it soon fail to hold at all, but its facings may become so badly worn as to require renewal, while if prompt attention were given no serious damage would have resulted. Slipping usually first manifests itself when a car is shifted from second speed into high gear on an upgrade and is indicated by the engine running much faster than it normally does at the speed at which the car is moving. When this condition arises the car had better be kept in second gear, on all hills, until the clutch can be attended to, in order to avoid unnecessary wear. Slipping is caused by improper condition of lining surfaces and by lack of sufficient pressure between the driving and driven clutch members to press them together hard enough to give them enough frictional effect. Dry clutches, the linings of which have accidentally accumulated grease or oil which has become glazed over with dirt or metal dust and therefore fail to hold, can sometimes be restored to proper action by cleaning with kerosene. Lack of engaging pressure, resulting from the thinning of facings through wear, is corrected by an adjustment of the engaging mechanism which is operated by the spring or an increase in tension of the spring or springs themselves. An adjustment of pedal position is sometimes required at the same time. On account of the many different forms of clutch in use, reference to the instruction book is necessary to obtain detailed adjustment directions, if the motorist is to do the work himself.

Vacuum-Tank Won't Fill.
Question:—The vacuum-tank on my roadster fails to fill, although there is no air sucked into defects in the pipes and the pipes are not clogged. When the vacuum-tank is filled by hand, the engines run all right until the tank becomes empty. What can be done to make it work right?

Answer:—See that the vent-hole in the cap of the main tank is not stopped up. Be sure that the gasoline strainer on the top of the vacuum-tank is free. If both

these things are found O. K. the trouble is most likely that the flapper-valve—the valve that lets gasoline from the upper into the lower section of the tank—does not seat tightly. If it does not, there will be no vacuum to draft gasoline. Disconnect the carburetor pipe from the fitting at the bottom of the vacuum-tank, stop up the end of the vent pipe, and hold the finger over the bottom tank opening, while the engine is being run by the starter. If suction can be felt, the flapper-valve leaks. Sometimes dirt on its seat can be washed out by tapping the side of the tank or by flushing gasoline through, but if not, the tank must be taken apart and the valve carefully cleaned. A leaky vent-valve will also prevent filling. To clean it, remove the fitting over it, squirt gasoline in through the valve, meanwhile rotating it on its seat. On very old tanks, the partition between upper and lower compartments sometimes rusts through, which will prevent filling. This calls for a new tank.

Leak in Battery Wiring.

Question:—The battery of my car runs down too low to operate the starter, if the car is not driven for a week and I am told that there may be a leak of current from the wiring that causes this loss of charge. How can I find out if this is the case?

Answer:—Disconnect one of the battery cables from its terminal and connect between the cable-end and the terminal from which it was taken, an ammeter capable of detecting a small flow of current. If, with all switches "off" and no electricity being intentionally used, the ammeter still shows a flow of current, there is a leak somewhere in the system. If the leak is a serious one, there will be a slight spark produced, when the detached cable end is brought into momentary contact with its battery terminal and no ammeter will be needed to demonstrate the leakage. It is perhaps more likely that the loss of charge is due to internal short-circuits between the plates in the battery-cells than to grounding of the wiring, and if the battery runs down rapidly, even though it is not connected to the car wiring, such internal trouble is doubtless present.

MILLION MORE MOTORS.

Motor vehicle registration in the United States indicates an increase over 1927 of 1,406,861 units. The total for the first part of 1929 is 24,534,166, of which 21,618,315 are passenger cars.

ROOM FOR MORE.

Registration of every type of motor vehicle in the United States during 1928 numbered 24,493,124, according to the bureau of public roads. This is an increase of nearly 6 per cent. over 1927.

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\$97,000 IN FINES.

135,000 Motoring
Offences in Six Months.

IN ENGLAND & WALES.

Over 20 per cent. of the motoring offences committed in England and Wales from July to December last were dealt with by police cautions. This shows the development of the policy of warnings.

A White Paper issued recently states that the total offences numbered 135,241, and of these 30,191 were dealt with by cautions.

Offences dealt with by prosecution were 105,050, of which 1,096 were on arrest, and 4,719 charges were withdrawn or dismissed.

A total of 120,629 persons were concerned, and the principal offences were:—

Manslaughter	36
Causing bodily harm by	
furious driving	18
Drunk in charge	926
Reckless or dangerous	
driving	13,976
Exceeding the speed	
limit	11,022
Lighting	36,078
Convictions totalled	88,613, 42

persons were sent to prison without the option of a fine, 1,078 licences were suspended and 1,180 endorsed. Fines totalled \$97,003.

There were 30,591 offences in the London area, four times the total of any other area. The only district with a clean sheet was that of the Scilly Isles.

FACTS & FIGURES.

Motors in U.S.A.

NEW YORK, May 20.—The National Automobile Chamber of Commerce has compiled the following table of statistics covering automotive activities during 1928:

Automotive freight carried by railways during 1928 amounted to more than 3,500,000 carloads.

Automotive products rank first in export of manufactured articles, with a value of \$500,174,431.

Motor vehicle taxes in 1928 amounted to \$803,000,000.

Seventy steam railroads are using motor trucks for short hauls and terminal service.

Total registration of motor vehicles is 24,493,124.

There are 92,000 motor buses in the nation.

FOR KING'S USE.

Dennis Trucks and
Mowers.

At the last annual meeting of shareholders of Dennis Bros., Ltd., Sir Raymond Dennis, K.B.E., announced that the firm had been honoured by a Royal warrant, appointing them motor lawn mower and motor lorry manufacturers to H.M. the King.

The increasing prosperity of the company was disclosed at this meeting. For the sixth successful year an expansion of profits had been shown, due to the record demand for these vehicles.

TYRES USED AGAIN.

Make Shoes in Spain.

The discarded tyres of motorists are rapidly becoming one of the principal sources of shoes for the peasants of Europe.

In Spain alone last year approximately \$266,000 worth of old tyres were imported from America and made into footwear. The pneumatic casings are used in the making of alpargata soles. Old solid tyres are converted into rubber heels, and inner tubes are manufactured into soles for canvas footwear.

180 HANDSHAKES.

Ford Meets Y.A.L. Boy.

SAW CARS AND
PLANES.

During their tour of Canada and the U.S.A., the 180 boys of the Young Australia League met Mr. Henry Ford, who shook hands with each member of the party, and then spent an hour giving autographs.

It was stated that never before has Mr. Ford appeared so interested in a party of this kind, which is borne out by the fact that when one member who had been delayed arrived two days later, he was invited by Mr. Ford to his office, where they chatted for quite a long time, and the boy was presented by Mr. Ford with a souvenir Ford spoon as a memento of the occasion.

The boys, after viewing the gigantic Ford organisation making cars, had lunch at the plant, after which they were taken to the Ford airport, where they saw 'planes under construction and in the air.

150,000 HONKS.

Hooter's Life Found.

NOISY LABORATORY.

After it has vocalised 150,000 honks, a motor horn is worn out.

This period of life for a noisy but necessary accessory has been determined in the Chrysler engineering laboratories in Detroit (U.S.A.), where there are horns bleating and howling and snarling and muttering night and day until they give a last despairing grunt and cease to function.

But the Chrysler laboratory is not a bedlam, for all this noise. It is not even as bad as a city street when some unfortunate driver stalls his motor, because all the tests are carried out in a sound-proof room.

An insensate mechanism counts the honks which the horn delivers under the urge of an automatic switch, and when the horn has ceased to function the mechanism has the total counted. The average is 150,000.

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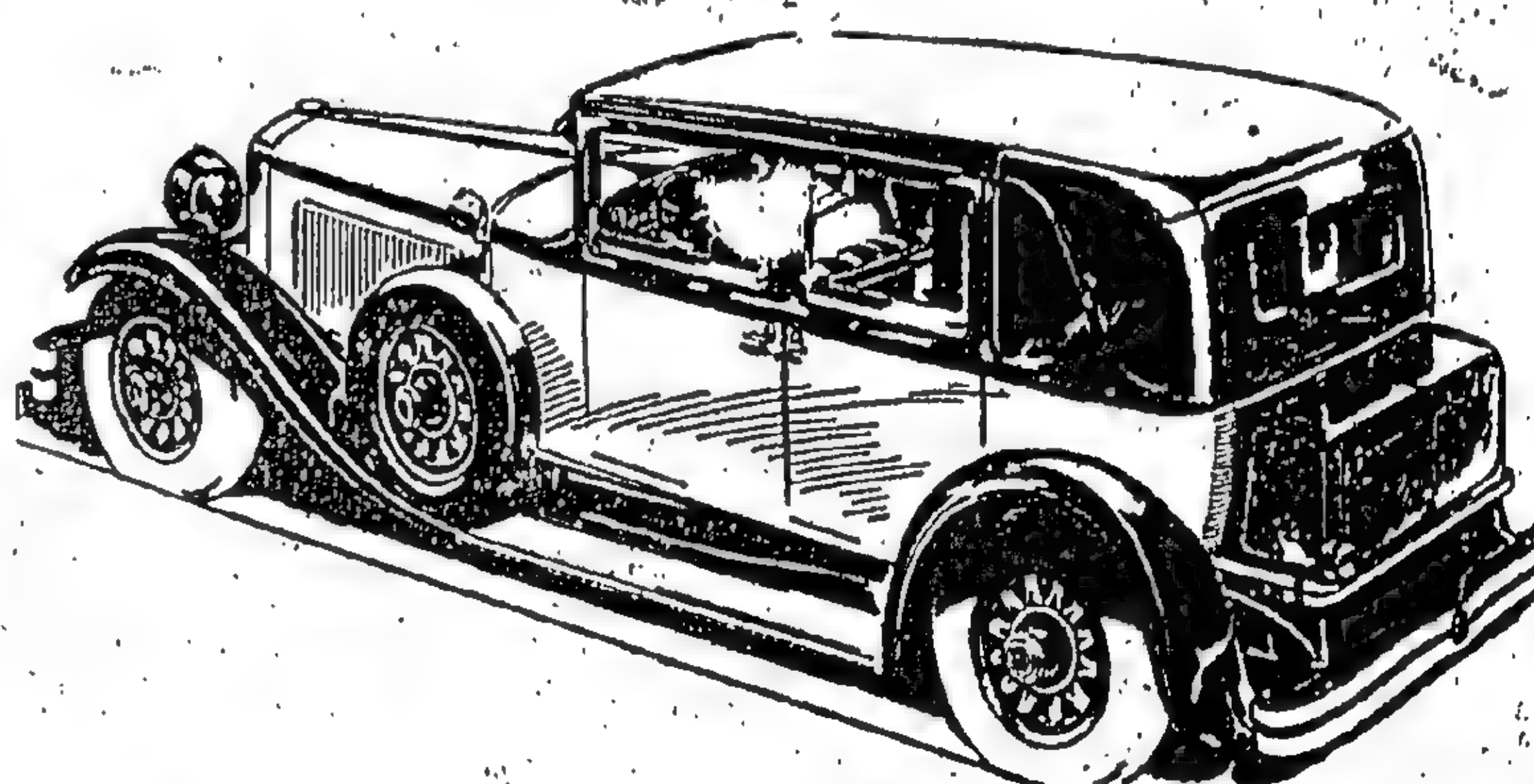
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And its performance too, is more than a match for cars considerably more costly. The new Twin Ignition motor gives it new power, new speed and an unusually spirited acceleration.

It is completely equipped in the manner of motor cars far beyond it in price—hydraulic shock absorbers, centralized chassis lubrication, bumpers front and rear—everything!

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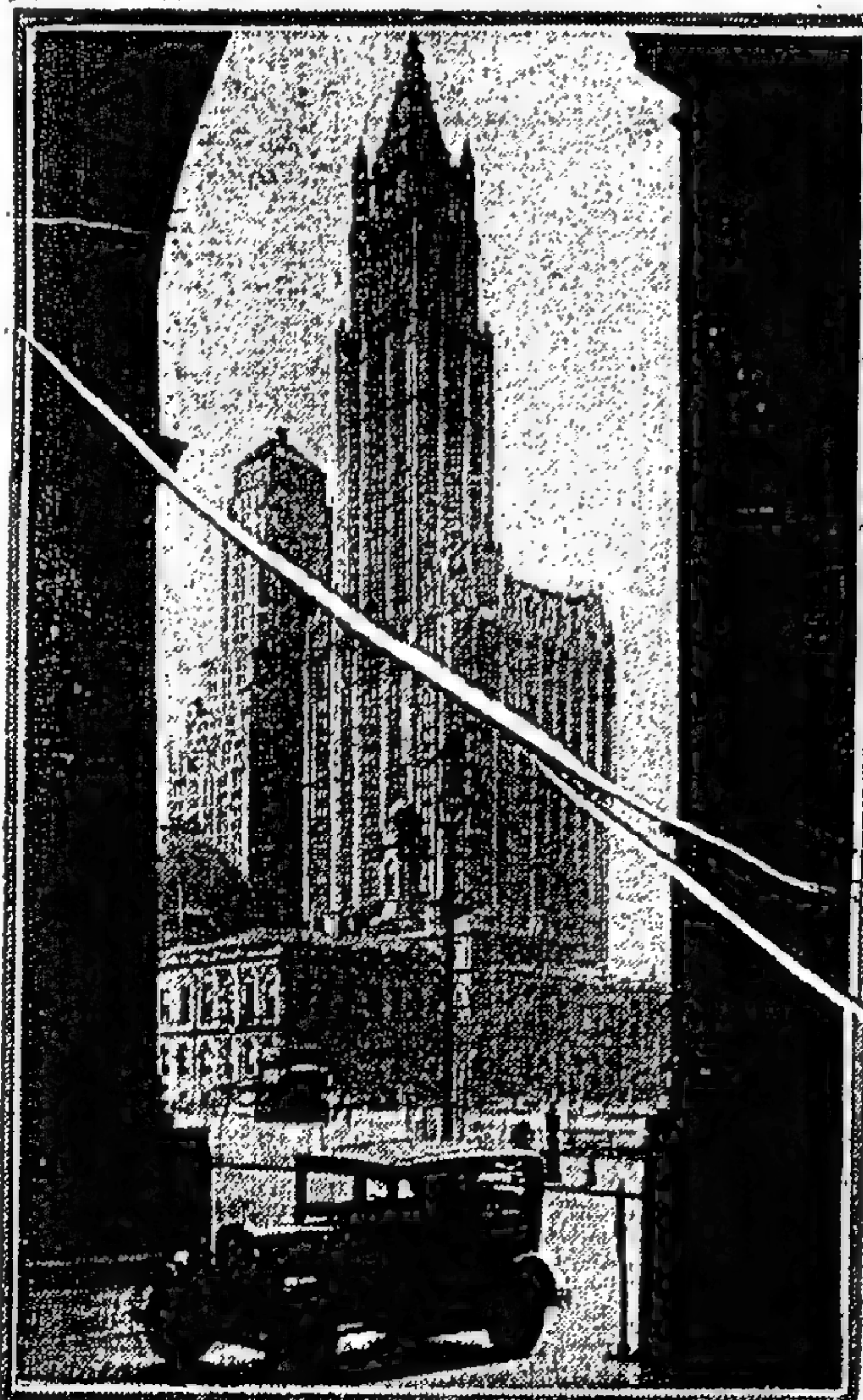
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CHEVROLET IN UNIQUE SETTING



A New York vista showing the Woolworth Tower with City Hall at its base and a Chevrolet sedan just entering the west arch of the Municipal Building. With the completion of two new office buildings now in course of construction, the Woolworth will lose its rank as the world's tallest commercial structure.

ATTRACTIVE IN APPEARANCE

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IN
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ECONOMICAL IN OPERATION

DEMONSTRATIONS BY APPOINTMENT
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Pictorial Supplement

June 22nd, 1929.

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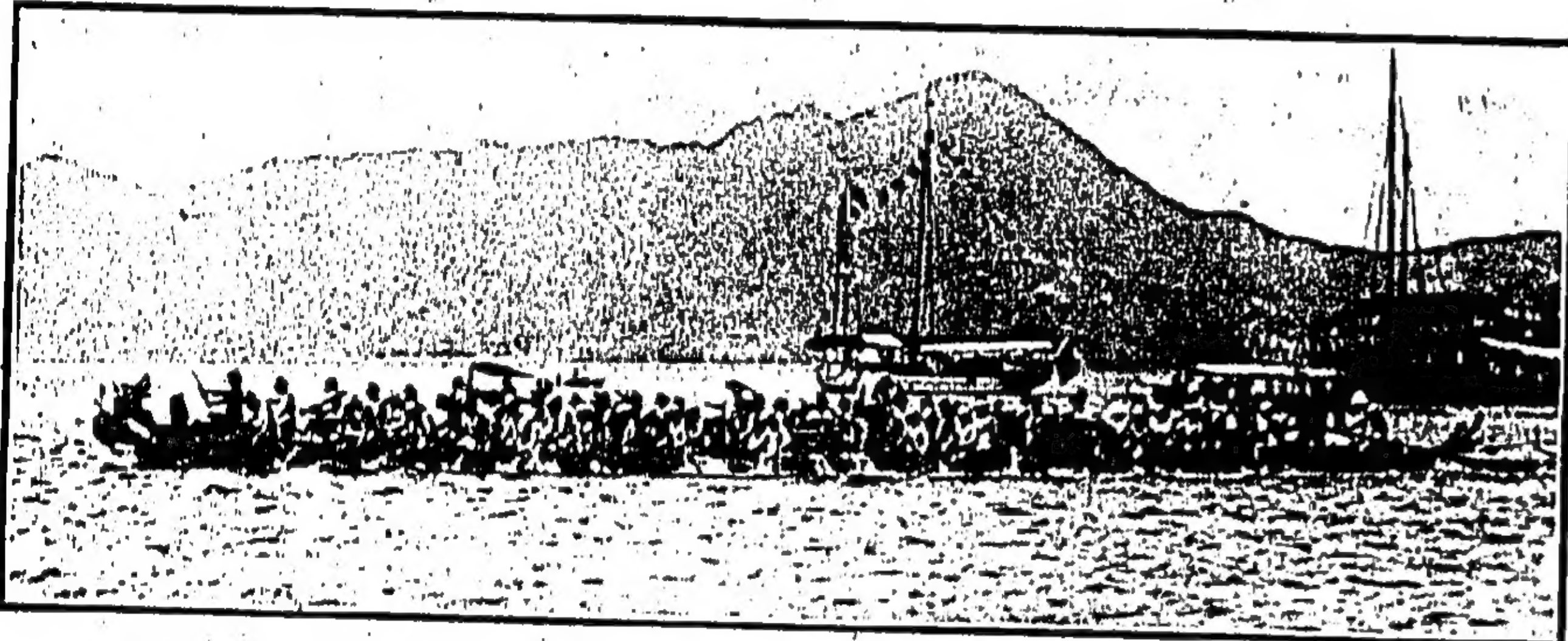
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Lady Clementi, M.B.E., is here seen just after stepping ashore at Queen's Pier on her return from England on Monday. H.E. the Governor is seen immediately behind her ladyship. (Photo: Mee Cheung).



Here is an excellent picture of two dragon-boats engaged in a keenly-contested race on the occasion of the local contests last week. The photograph was taken at North Point, where several races were held. (Photo: Mee Cheung).



Mr. W. D. Fiddes-Wilson and his fiancée, Miss L. Clarke. Mr. Fiddes-Wilson first came to Hongkong in 1920 and was two years later transferred to Shanghai. He returned in 1927 and is shortly leaving for Tientsin, returning later in the year to marry Miss Clarke. He has been prominently associated with the Hongkong Jockey Club as Starter and Clerk of the Course.



Photograph taken after the marriage, at the Registry on Tuesday, of Dr. D. J. Valentine and Miss Emily Nicholson. Included in the group are Mr. and Mrs. R. K. Valentine, Dr. and Mrs. W. B. A. Moore, Staff Capt. Green (Empress of Russia) and Mr. P. Jacks, Registrar of Marriages. (Photo: Mee Cheung).



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Miss C. M. Hardinge, Preparatory Honours.



Olive Redwood, Preparatory Pass.



Clement Long, Preparatory Pass.



Hester Heath, First Steps Pass.



Top, Gladys Grimmer (Intermediate Pass); bottom, James Chea (Senior Pass).



Louis Read, Preparatory Pass.



Top, Pureza d'Eca (Preparatory Honours); bottom, Maria Gomes (Junior Pass).



Beatrice Pestonji, First Steps Pass.

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UNCANNY EXPERIENCE IN LAMA TEMPLE.

[By ALERO E. LILIUS, F.F.G.S.]



Some of the Lamas in a Procession.

(Continued.)

At that instant I was certain of foul play. It flashed through my mind that the Lamas probably thought I knew too much and should be disposed of, and that the story of the Living Dead was a ruse. But at the same moment I noticed several lanterns borne by white clad Chinese, all moving in the same direction. Somehow this quieted me and the feeling that I was not alone was rather reassuring; that the Lamas were on the level, and that I had been invited to see perhaps the strangest show on earth. I followed my self-appointed bodyguard.

We proceeded to the large Temple facing the main court-yard, with the huge bronze Buddha, and entered through the right door. The room was full of Lamas, squatting down in long rows on both sides of the middle aisle leading to the altar with the many armed bejewelled and blackest Buddha I had ever seen.

The room was illuminated with hundreds of candles, and the richly carved bronze urn near the idol poured out clouds of sweet incense. To the right stood several hundred Chinese, all dressed in white. On the opposite side stood, to my great astonishment, a group of women. I did not know that women were ever allowed at any lamaistic ceremonies and it struck me that perhaps this was such a solemn occasion that an exception had been made. Again it might have been a secret order meeting.

The Lamas began to sing. The Da-Lama had entered the Temple room through the middle door and had lifted the little vase with the sacred peacock feathers as a signal for the song to begin. He was gorgeously attired in a yellow robe, and the rest of the Lamas wore the same Grecian headgear I have described before. There was a crash of cymbals and drums. The song went on for a full 15 minutes. It was indeed a beautiful litany. It ended very abruptly, and dead silence ensued. Nobody dared to stir. The candle lights flickered and the incense vapors were suffocating.

The Coffin Again.

At that moment I heard a shuffling of feet and a dozen men appeared in the door, carrying between them the heavy coffin, which they deposited in the aisle about 15 feet from the altar and the Buddha statue. None of the Lamas seemed to have observed the arrival of the men with their ghastly burden; they sat motionless, staring at the floor. I caught a glimpse of the man in the coffin. It was apparently the same Living Dead I had seen shown before.

The pallbearers retired after kneeling before the coffin and a drum started to throb softly. Then the Da-Lama took up the song and in a little while there was the same litany repeated again. It ceased just as abruptly as before, but the Da-Lama con-

tinued alone some sort of a star song appeal to Buddha or to the dead man in the coffin. He worked himself to a frenzy and finished with a kow-low.

But nothing happened. The dead man in the coffin seemed to stay dead. De-Lama got up and



Head Lama Enters Temple.

walked away to the throne erected for him at the end of the aisle. He then gave again the signal for the litany to begin all over.

When the cymbals crashed it looked to me as if the eyelids of the dead man moved. I believed

it for a moment to be an illusion, and I even shook my head to get rid of the spell, if it was a spell. But then the hand moved. Very slowly and tired like. Then it fell back. But it had moved. It was an uncanny feeling to see the corpse perform the bidding of these mysterious priests, sorcerers or what not. During all this time, the silence was almost striking, and only the drum continued to throb a regular boom-bomm-bomm.

On the other hand it could have been a trick, a cheap trick from which the Lamas would undoubtedly gain a lot, materially and morally. Some kind of mechanical device. But at this instant the Da-Lama was ready for a new song and when he reached the frenzied state, the corpse actually stirred and made an attempt to sit up in the coffin.

The Drums Throb On.

Only the drum proceeded to beat its weird boom-bomm-bomm, and when I looked at the rows of Lamas in front of me, it seemed as if they were doing a lot of concentrating, each of them staring at a point in front of him.

Then the dead man sat up! His eyes were open, staring straight ahead. I could not discover in them the slightest light of understanding of what was going on, but there was no doubt any more... the corpse was alive; it moved. It obeyed the wishes of these Lamas.

He got up from the coffin and stood for a moment in the aisle unsteadily, as if the knees would not do their duty. The drums continued encouragingly their monotonous melody.

Now he walked. He took a few steps to the altar.

He slumped down in a rather unceremonious kow-low before the altar and the Buddha statue. This he repeated several times.

At this moment the silence was disturbed by a hysterical sob from the opposite side of the Temple; a woman, had had too much of these uncanny goings-on; it was indeed too nerve racking even for a man.

The Living Dead had turned around and facing the Da-Lama whom he in all probability did not see, he kow-towed before him, turned around and walked backwards, step by step, to his resting-place, the coffin. Nobody helped him. The Lamas were still motionless; but the moment he was stretched out for his long, long sleep, the litany and music-bearers took the casket away.

Who Was He?

Who was the Living Dead? He was not a Lama for he wore the

MYSTERY OF SOUND WAVES.

ATMOSPHERE AND VAGARIES OF AUDIBILITY.

Mr. Alexander Wood dealt with sound waves and the vagaries of atmosphere in the second of the lectures delivered recently before the Royal Institution at the Institution of Electrical Engineers.

In some cases, he said, powerful sources of sound, such as fog sirens, ceased to be audible at unexpectedly short distances. The most important conditions affecting the audibility of sounds were a lack of homogeneity in the atmosphere, the variation of temperature with height above the ground, and the variation of wind velocity with height above the ground.

When the air near the ground was warmest, as in the middle of a hot day with a clear sky, the sound rays were bent away from the earth, and audibility was poor. When the air near the ground was coolest, in the evening of a hot day and with a clear sky, the sound rays were bent towards the earth and audibility was good. Similarly, the waves of sound travelling with the wind were bent towards the earth, while those travelling against the wind were bent away, thus accounting for the effect to wind on audibility.

An instance of abnormal sound areas quoted was that of the Silvertown explosion in January, 1917, when the whole county of Cambridge was a silent area while in the more distant counties of Norfolk and Lincoln the sound was heard.

Imperial mandarin robes, I believe he was of princely blood, for some reason put into a cataleptic sleep by the cruel Lamas, as a punishment for one thing or another. It must have been long ago.

I have tried to discuss this matter with the savants of both America and Europe but they dismiss the story as incredible. On the other hand I was told that another white man, presumably an European traveller had witnessed this weird ritual by command of the late Dowager Empress of China who apparently had a knowledge of this phenomenon.

Who was the Living Dead and how long had he been dead yet living, and what has happened to the poor fellow in his casket since the occupation of Peking by the Nationalist troops?

GLIMPSES OF NATIVE LIFE.



A snapshot at Causeway Bay, among the floating homes of the harbour folk. (Photo: W. Stone).

TELEVISION TO CATCH CRIMINALS.

DEMONSTRATION AT SCOTLAND YARD.

Television may be the latest weapon employed by Scotland Yard in its war on the criminal fraternity.

Arrangements have been made (says the Sunday Chronicle) to give a demonstration of its possibilities as an aid to detection to a number of high officials at Scotland Yard.

They will assemble before a television screen and will have flashed before them the image of a man who is supposed to be "wanted."

It is understood that the test is the outcome of Lord Byng's intention to arm Scotland Yard with every development of modern science.

If it is successful it is possible that every police headquarters in the country will be equipped with television receiving and sending sets.

The demonstration is being arranged by the Baird Television Development Company, and will take place at an early date.

At Second's Notice.

"We have already given a demonstration to one of the chiefs of the C.I.D.," an official of the company stated recently. "He was very much impressed. This further demonstration to other officials is the outcome."

"There is no doubt that television would be of immense service

as a weapon against crime. If every police headquarters was equipped with it, it would be possible to broadcast a picture of a wanted man all over the country at a second's notice."

Science is more and more playing its part in the defeat of the criminal. Telegraphed pictures and fast cars fitted with radio apparatus are now a common-place.

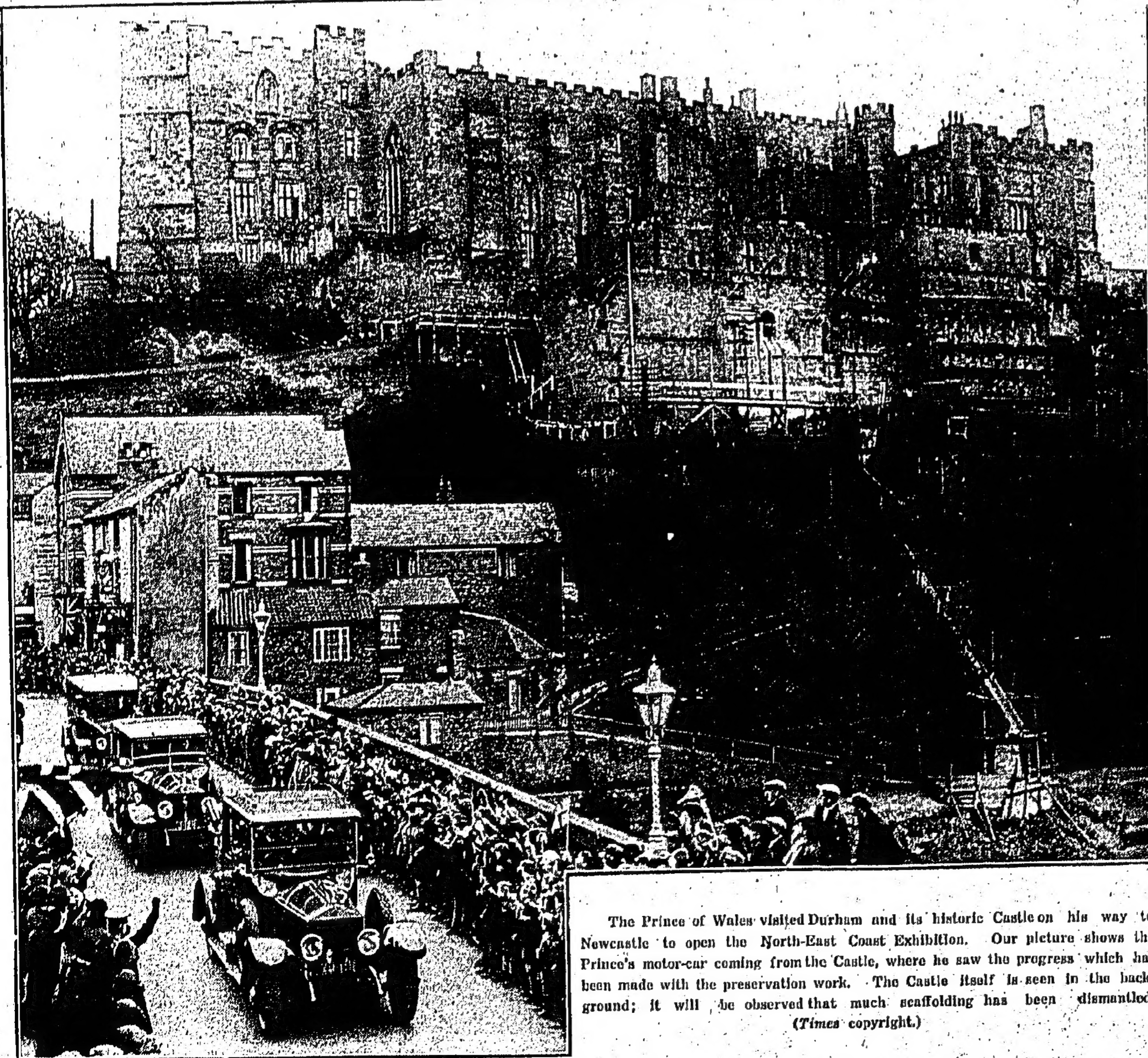


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The Prince of Wales visited Durham and its historic Castle on his way to Newcastle to open the North-East Coast Exhibition. Our picture shows the Prince's motor-car coming from the Castle, where he saw the progress which has been made with the preservation work. The Castle itself is seen in the background; it will be observed that much scaffolding has been dismantled. (Times copyright.)

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Bride Time Togger

Any Girl
Would Commit
Matrimony
For These
Costumes

I
A Bridesmaid (left)
And the Maid of Honor
Are Arranged in Gowns
Of Colored Chiffon
With Plumed Chapeaux
Matching Their Frocks.
Both Gowns by Jenkins.

II
Two Pairs of
Bridal Slippers.
Those Above Are
Embroidered in
Pearls and Silver.
The Other Pair in
Satin Orange Blossoms.



IV
Traditional Bridal Dignity and a Modernistic Touch Are Found in This
Ivory and Gold Broche Bridal Gown by Jenkins. . . . The Cutaway Line of the
Alencon Lace Jacket Corresponds to the Cut of the Court-Length Train.



III
Very Smart for the Young Bride Is This Chiffon Marie Louise Wedding Dress.
The Bodice Is Fitted to the Hips With a Satin Girdle Around the Waistline.
And the Flaring Train Is Ruffled. . . . The Silver Mesh Cap Has a Tulle Veil.

THE traditional "something old, something new, something borrowed, something blue," is carried out in the best of the latest wedding gowns for the June bride. The "something old" often comes in the quaint cut of the gown itself. The Moyen age is reflected in many of them, or sleeves, bodice or skirt catch their inspiration from periods of long ago.

The "something new," of course, is the originality with which these old themes have been evolved, or the gorgeous new fabrics from which gowns are fashioned, or the mode of their decoration. Some even introduce very novel effects in the form of rich little jackets, the darlings of Dame Fashion this spring.

As for the "something borrowed," the lucky bride relies on grandmother's real lace veil to give her gown its sumptuous touch, or on other lovely heirloom laces. One favorite way to bring in the "something blue" is to work turquoise touches into the gown's trim.

OUTSTANDING is the wide diversity in the styles that couturiers show for the June bride. No two distinguished houses duplicate. Certain trends, however, are noticeable, though worked out in varied effects.

The fitted bodice is the most outstanding popular theme. A gown may have a form-fitting princess cut, with extreme length that all but touches the floor, or it may have its bodice fitted and, below the hipline, flare extravagantly though softly by a series of circular tiers, ruffles, a lace flounce or lace and fabric joined in godets.

In the majority of bridal gowns the waistline is considered, if not emphasized.

Flounces or other fullness below the hipline assume different interpretations. Graduated circular ruffles that dip of their own length to form a train in the back are an important manner of achieving a smart silhouette and fullness.

SLEEVES are long and tight with charmingly quaint and demure looking mitt cuffs or else regally lovely lace ones that run almost to the elbow. Sometimes the lace is outlined in brilliant for further luxury and beauty. For sleeveless gowns, brides now wear very long white gloves, the old shoulder-length.

Necklines are modestly cut, with more width on sides than depth. Whether rounded or square, there is the same bateau effect of width and shallowness.

All of the formal wedding gowns feature the train. Some have a very long one, the real court length that needs must have a bearer on the way to the altar. Others dismiss the subject with less formal fan tails that are pointed or circular as they dip.

Some of the loveliest of bridal gowns are very long and fitted and have a bolero, a cape effect or some intricately cut scarf arrangement to break the smooth silhouette.

For materials, classic satin is a first choice this June, as always. But for the individualistic bride who demands originality, there are perfectly gorgeous gold or silver and ivory brocades that are regal and lovely.

BRIDES can more or less decide on their own veil arrangement. There is a preference for some kind of a cap or some arrangement that gives a sleek head appearance. The tulle or lace veil may be cut short on the sides

and dip in the back like the skirt. It may fall the entire length of the train.

Colorful and charming are the bridesmaids' frocks this year. Figured chiffon is an innovation for their dresses. Printed taffeta is good, too, especially for a frock for the flower girl, ring bearer or train bearer. Organdie, mousseline de soie, tulle and other sheer summery fabrics are used. Color and cut are the main features of the bridesmaids' gowns.

Bridesmaids' hats are a theme all themselves. The picture hat of colored Swiss or horsehair braid, with flowers, ribbons or some unique ornament decorating it is popular.

The use of lace and plumes is a little gesture this year to the femininity of the season's styles.

I. TWO gowns for bridal attendants—one for a bridesmaid and one for a maid of honor—are shown in this photograph. The bridesmaid's frock, at the left, is off-white printed chiffon with a Parmesan violet scarf and train.

The smart hat—a narrow-brimmed Swiss braid chapeau in the manner of the Gay Nineties—is violet and has an exactly matching ostrich plume curling around the crown.

The maid of honor's costume, at the right, is fashioned of flesh-colored chiffon with blue, yellow and green flowers applied on the lower portion of the bodice and scarf sleeve. The hat is rose straw, with a rose plume. Both costumes are by Jenkins, New York.

II. THESE gorgeous bridal slippers are indicative of the current mode in nuptial footwear. The upper pair are white satin, intricately embroidered in seed pearls and silver. The other pair are also satin, delightfully embroidered in the always popular orange blossom design.

III. MARIE LOUISE, Parisian couturier, offers this chic wedding gown particularly for the girl bride and the little bride. It is of white chiffon with a skirt of normal length in front dipping at the sides and back to form a full, long train.

The bodice is fitted to the hips with a satin girdle at the waistline. The neckline is bateau and the sleeves are long and tight.

A silver mesh cap, with a bandeau of orange blossoms embroidered in silver, carries a tulle veil that falls cape-like over the shoulders. The slippers are silver brocade.

IV. RESTRAINED and gorgeous is this bridal gown of ivory and gold broche created by Jenkins, New York. Cut on long, form-fitting princess lines, the gown curves slightly upward in the front and, in the back, an inserted circular train sweeps to full court length.

The outstanding feature of this gown is its Alencon lace jacket embroidered in topaz and turquoise. It is fashioned with a cutaway line, the long, circular back corresponding to the cut of the train.

The long, tight sleeves have their cuffs embroidered in semi-precious stones. The gown's neckline is square, shallow and wide across the shoulders.

The tulle veil is worn with a smart turban with a banding of tulle framing the face and fastening under the chin in pun-like demureness.

TO OUR READERS

We shall be pleased to receive photographs of interest for reproduction in this Supplement.

Hongkong Telegraph.

Pictorial Supplement

June 22nd, 1929.

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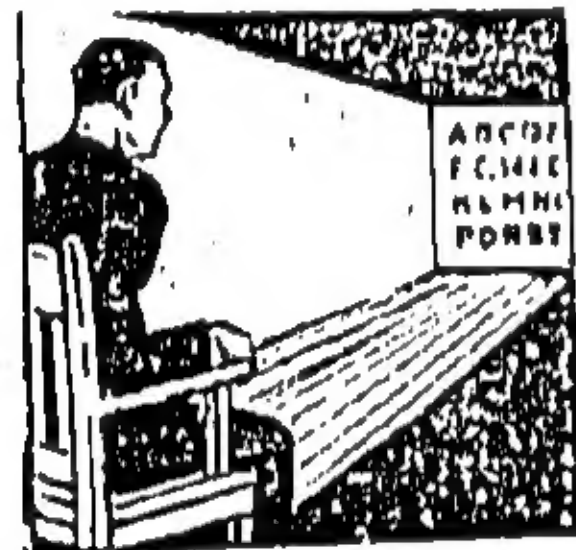
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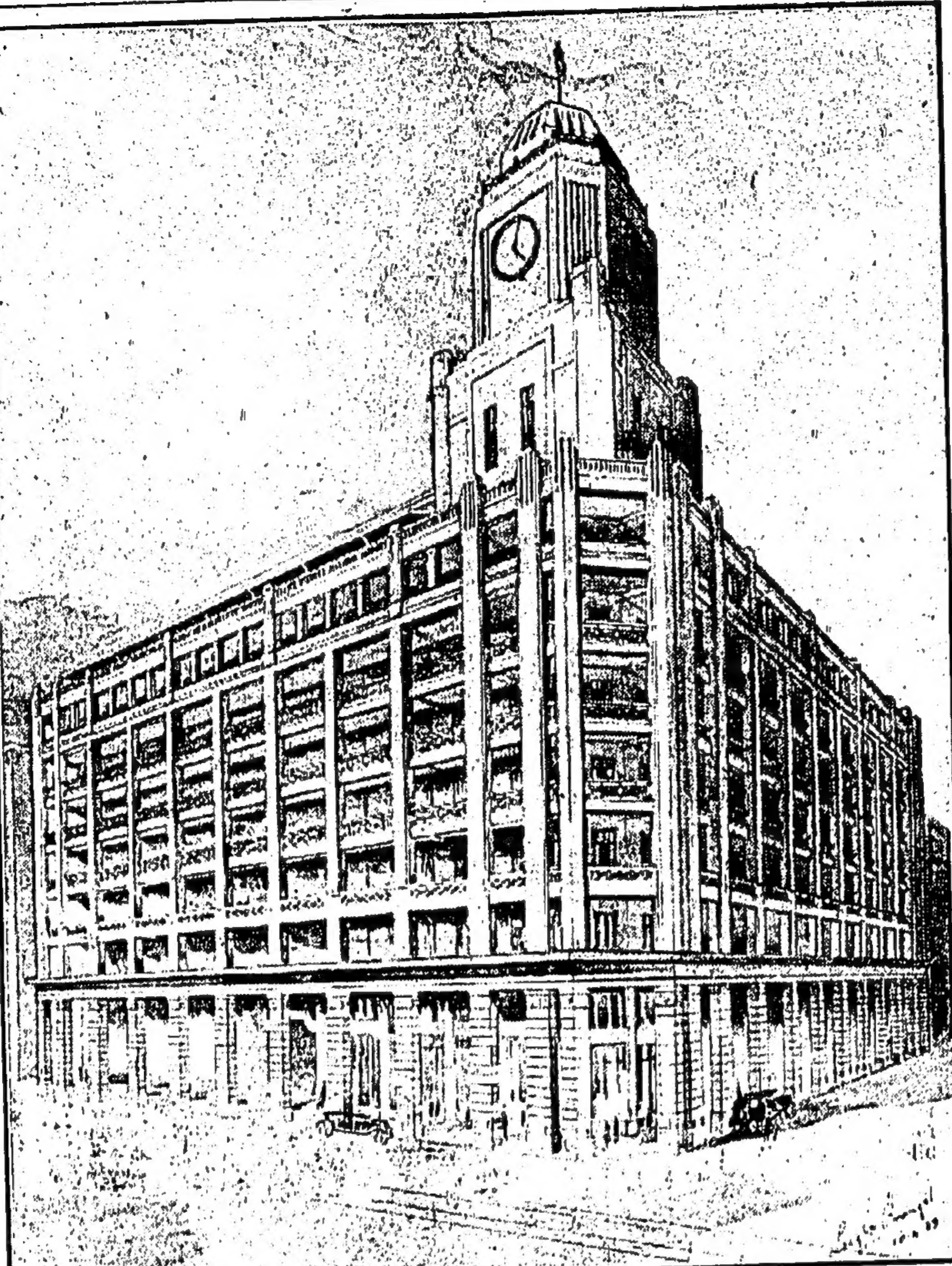
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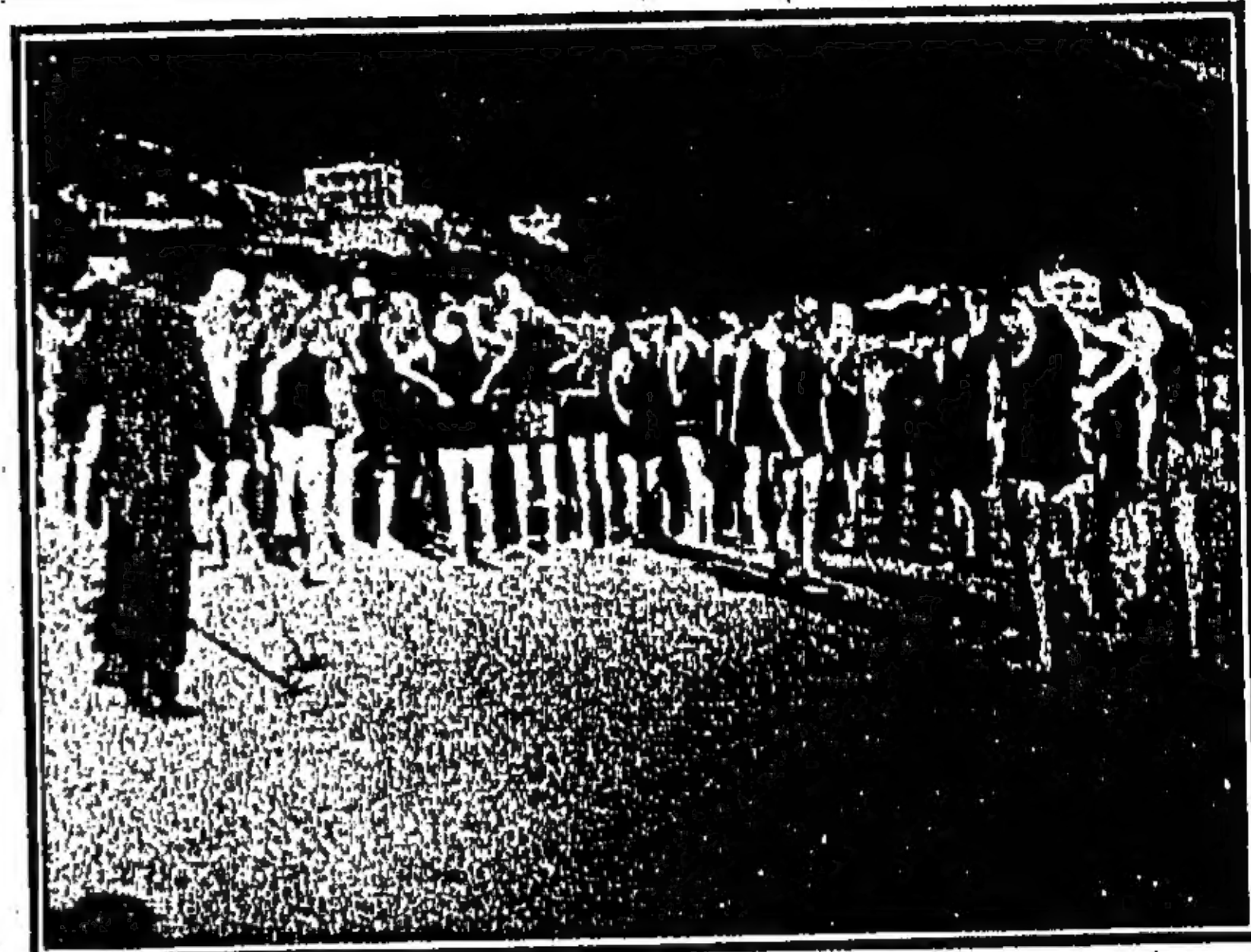
Architects' sketch of Gloucester Building which is to be erected on the Hongkong Hotel corner site by the Land Investment Co. The ground floor will comprise shops separated by arcades, whilst the upper storeys will be either office suites or flats. Messrs. Leigh and Orange are the architects.



Mr. G. S. Moss, M.R.E., the British Consul-General at Canton.



A number of wells have been opened in the Hunghom district in order to cope with the demand for water in this thickly-populated region. The above picture, taken this week, shows supplies being pumped from one of these wells with numbers of Chinese getting their tins filled. (Photo: Mee Cheung).



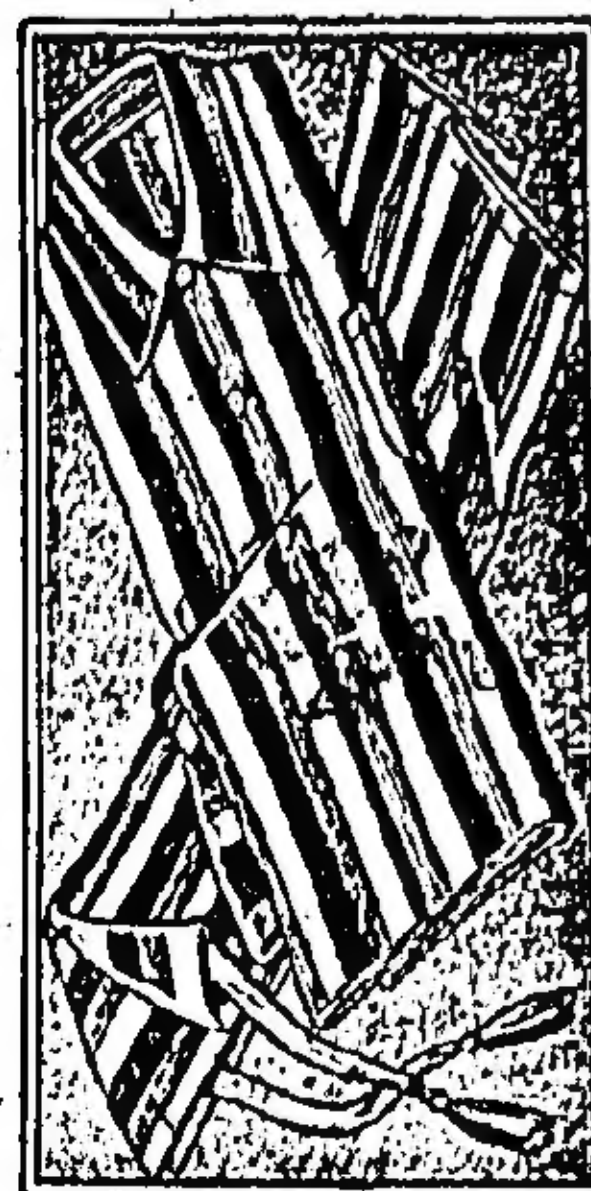
A distressing tragedy occurred at Repulse Bay on Sunday afternoon, when a young Indian clerk named Fatachand Khubchand succumbed from heart failure shortly after entering the water. Picture shows the crowd which gathered whilst artificial respiration was attempted.



A well has been discovered on the site of the Telephone Company's old building at the junction of Queen's Road and Ice House Street. Chinese women are showing drawing water supplies therefrom. (Photo: Mee Cheung).

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SUMMER PYJAMAS



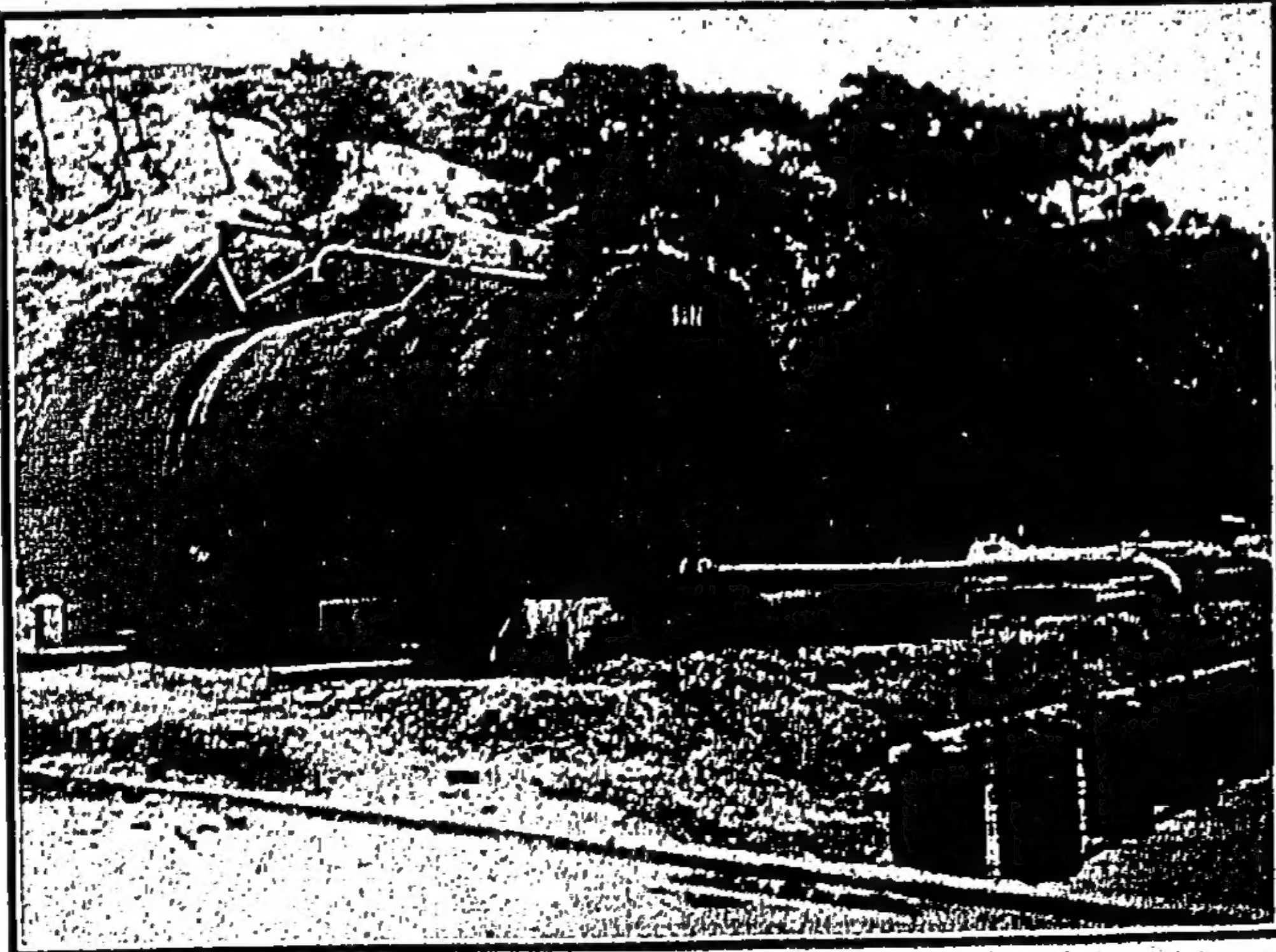
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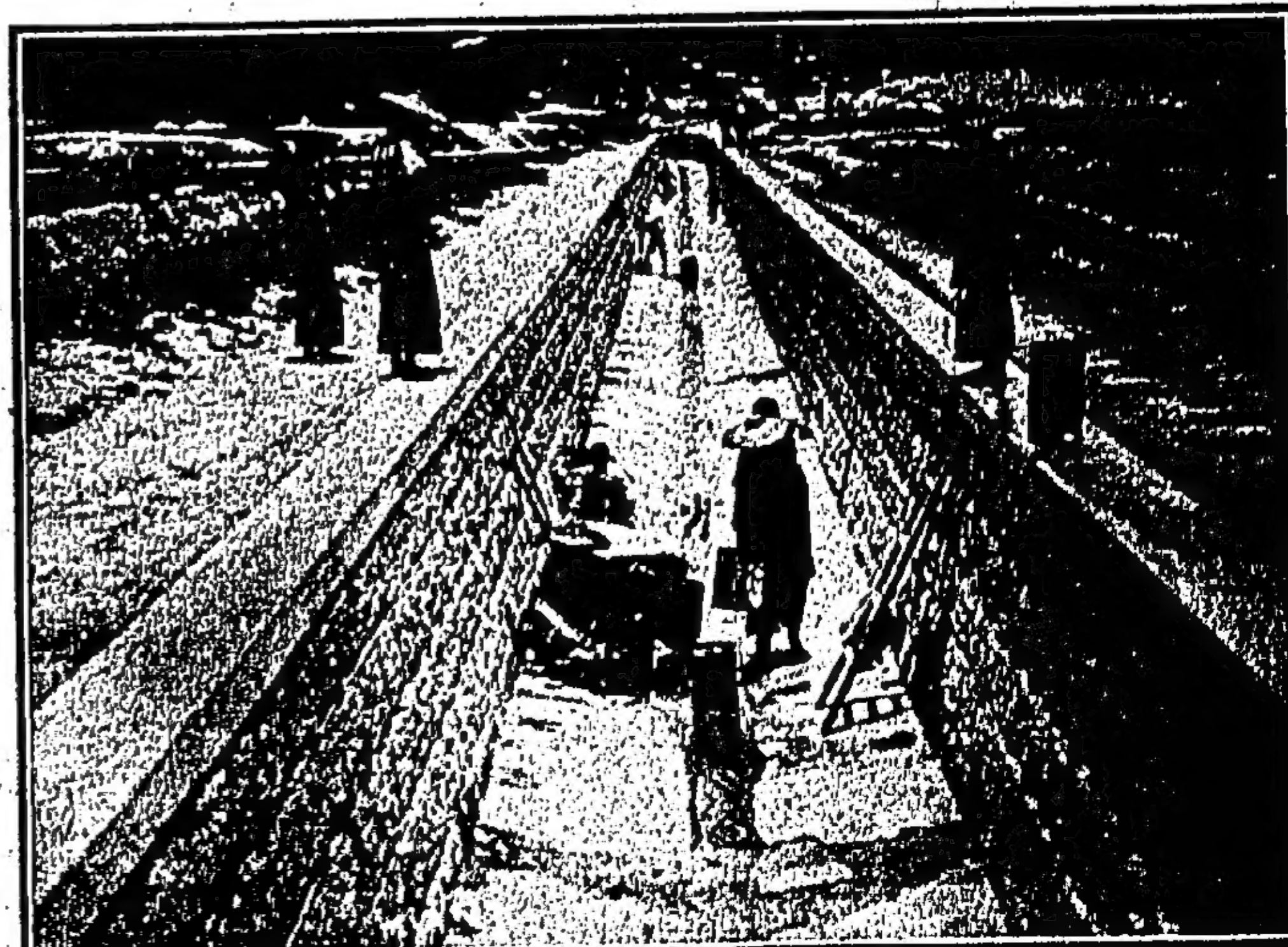
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These two huge hollers have been erected in Waterloo Road, Kowloon, for the storage of water, the supplies being conveyed therefrom to the taps seen on lower right. Here the water is drawn off by consumers. (Photo: Mee Cheung).



The main nullah which runs through Homuntin is much patronised these days by Chinese in search of water. Photo shows one section of the nullah, with men and women taking supplies therefrom. (Photo: Mee Cheung).